

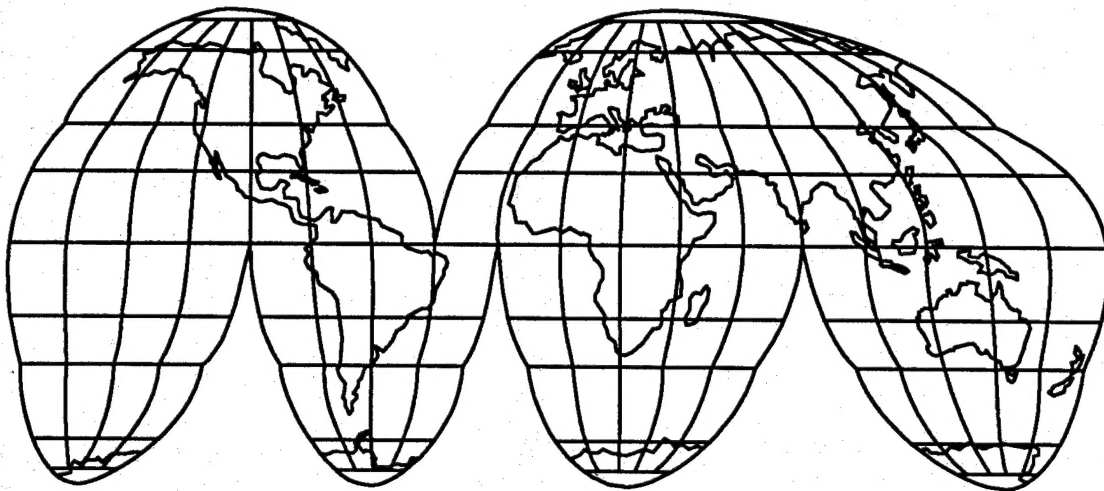


U.S. Department of Transportation  
**Federal Aviation Administration**

Office of Civil Aviation Security

# Criminal Acts Against Civil Aviation

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# 1995

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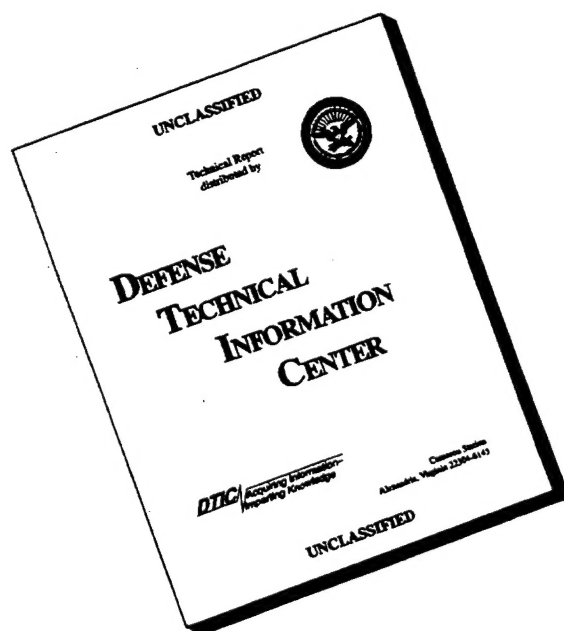
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# FOREWORD

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*Criminal Acts Against Civil Aviation* is a publication of the Federal Aviation Administration's Office of Civil Aviation Security. This document has been published each year since 1986. *Criminal Acts* records incidents that have taken place against civil aviation aircraft and interests worldwide. Incidents are summarized in regional geographic overviews. Feature articles focus on case histories or on specific aviation-related issues. Incidents are also sorted according to one of seven categories that have been created and compared over the past five years. In addition, charts and graphs are located throughout the publication to provide a visual display of what is being reported.

The 1995 edition of *Criminal Acts Against Civil Aviation* marks the ten-year anniversary of the document's publication. In observance of this, an overview of the incidents that occurred during the 1986–1995 period is included in this issue.

The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident, especially those occurring outside the United States, may not be available. While the FAA makes every effort to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

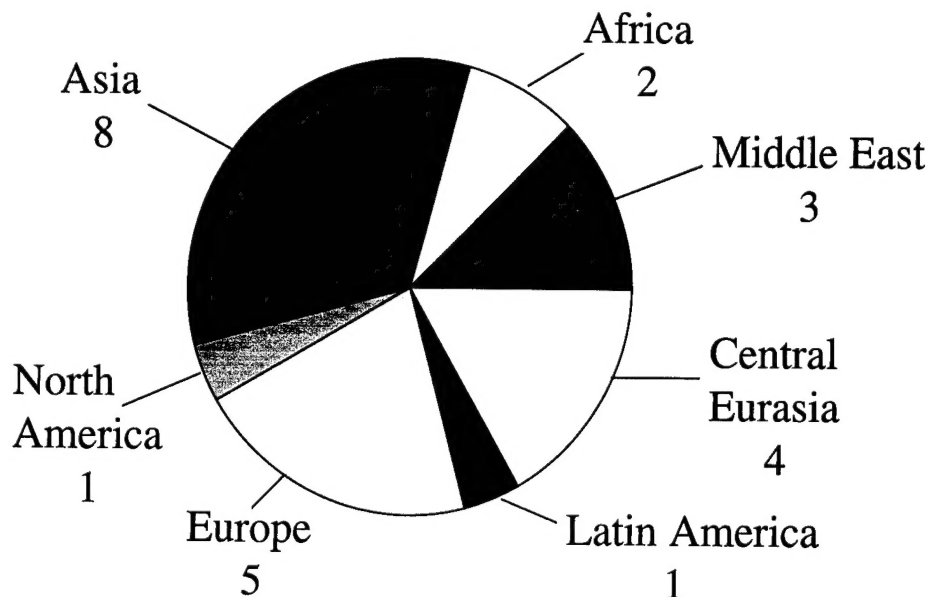
The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistical purposes.

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## 1995 in Review

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INCIDENTS AGAINST AVIATION - 1995  
24 INCIDENTS

Twenty-four incidents involving attacks against civil aviation interests worldwide were recorded in 1995. This is the lowest number of incidents recorded since *Criminal Acts Against Civil Aviation* was first published in 1986. The 24 incidents are nearly 100 fewer than what was recorded just five years ago, and they represent a 50+% decrease over 1994 statistics. More important than the low number of incidents is that the attacks caused but few deaths or injuries in 1995. It could have been much worse. In January 1995, a plot to place explosive devices on U.S. air carriers in the Far East was uncovered. Arrests were made and trials will be forthcoming. Nothing further can be written about this matter at this time, however, because of the pending litigation.

In 1995, **Asia** held the distinction of having the greatest number of attacks against aviation of any other geographic region. The eight incidents that were recorded, however, are the fewest for the region since 1991 and only slightly fewer than the 10 incidents recorded in 1994. China has had the most incidents of any one country in Asia in the past several years: 17 hijackings in 1993 and 1994. Only one incident—a hijacking—was recorded in China in 1995. A second hijacking in the region was recorded in Japan. Among other incidents in 1995, improvised explosive devices detonated at airports in Sri Lanka and Japan but no injuries resulted. Two incidents were also recorded in Papua New Guinea. In one incident, a turboprop aircraft was damaged by gunfire during takeoff, and a passenger



was killed. In the other incident, a small plane was hijacked and its passengers robbed. Other incidents included a hand grenade thrown at a Singapore Airlines office in the Philippines and a power transmission line cut to Karachi Airport in Pakistan.

Four incidents were recorded in **Central Eurasia**—the same number as in 1994. Improvised explosive devices detonated at airports in Kiev, Ukraine and Moscow, Russia; one person was killed and several others were injured. In Russia's Far East, a passenger plane on a domestic flight was hijacked, and a civilian helicopter was commandeered at an airport.

In **Europe**, fewer than half as many incidents occurred in 1995 as in 1994. Five incidents were recorded in 1995 compared with 11 the previous year. There was only one airport attack in 1995—an attempted bombing in Spain—as opposed to six such incidents in 1994. Two hijackings were also recorded in 1995: one in Spain and one in Greece. And, finally, for the first time since late 1993, Turkish Airlines offices in the region were firebombed—in Denmark and in Austria.

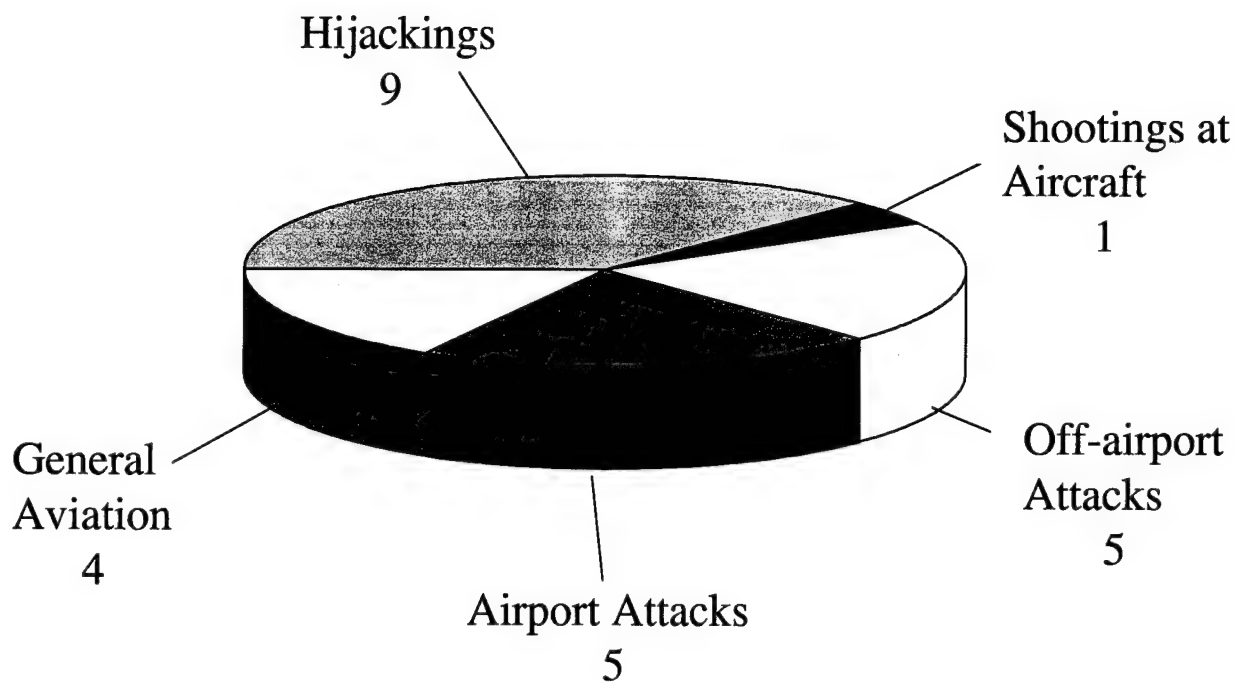
Only one incident was recorded in **Latin American and the Caribbean** in 1995. This is in contrast to 1994, when there were nine incidents in this region. The incident in 1995 was the hijacking of a commuter flight in Nicaragua.

There were also fewer incidents in the **Middle East and North Africa** region in 1995 than in 1994. Three incidents were recorded in 1995 compared to seven the previous year. The three incidents were hijackings involving two commercial flights and a charter flight. The commercial flights included a domestic flight in Sudan and a flight from Saudi Arabia to Ethiopia. The charter flight was on an internal Iranian route and diverted to Israel.

One incident was also recorded in **North America** in 1995; there were none in 1994. This sole incident was the destruction by a low-level explosive device of a navigational aid facility serving New York's La Guardia Airport.

Two incidents were recorded in **sub-Saharan Africa** in 1995. This compares to nine incidents the previous year. Both of the incidents in 1995 involved hijackings of domestic flights: one was in Ethiopia, and one was in South Africa.

The steady decrease in the number of incidents each year since 1991—from 120 to 24 in 1995—has not translated into a corresponding decline in the threat to civil aviation interests. Had only a few of the planned bombings of U.S. air carriers operating in the Pacific region in January been successfully carried out, 1995 in all likelihood would have been a year with the highest death toll in the history of aviation. And, if that had been the case, the (comparatively low) total incident count would be seen as virtually meaningless—and certainly not as an indication of a declining threat. There is every reason to believe that civil aviation will continue to be an attractive target to various terrorist groups; moreover, civil aviation will continue to be subject to criminal acts by individuals acting in furtherance of personal goals (such as asylum-seekers). Until these factors disappear, the threat will persist, even though in some years it may remain latent.



WORLDWIDE CIVIL AVIATION INCIDENTS BY CATEGORY 1995

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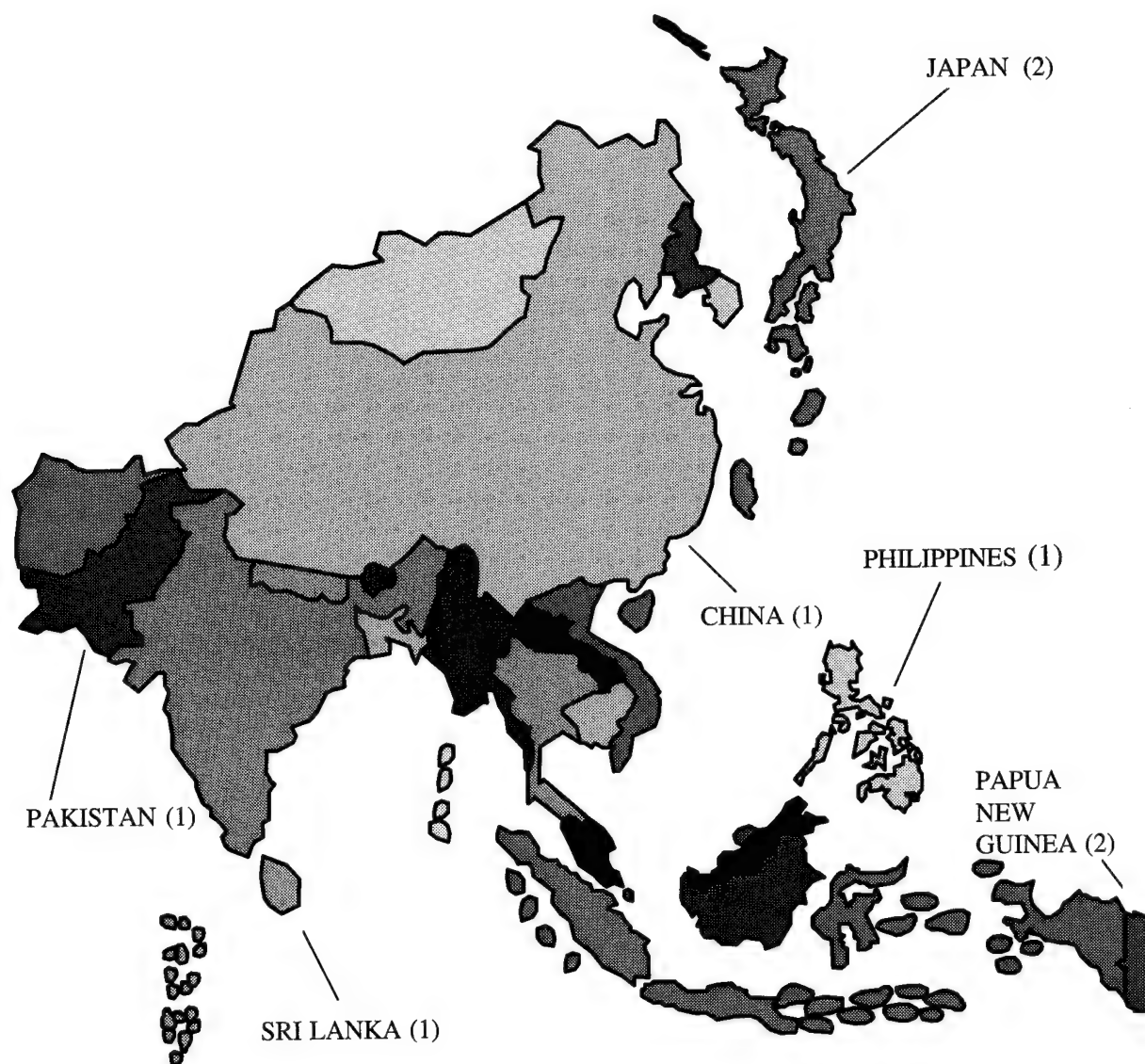
**GEOGRAPHIC OVERVIEWS**

**SIGNIFICANT CRIMINAL ACTS**

**AGAINST**

**CIVIL AVIATION**

## ASIA



Incidents included in statistics: 8  
Incidents not included in statistics: 2



## Chronology

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February 21	Shooting at Airlink Aircraft	Papua New Guinea
March 26	Attempted Bombing—Singapore Airlines Office	Philippines
April 23	Airport Vans Attacked	Pakistan *
May 12	Bombing—Narita Airport	Japan
June 4	Attempted Bombing—Colombo Airport	Sri Lanka
June 17	Power Cut to Karachi Airport	Pakistan
June 21	Hijacking—All Nippon Airways	Japan
August 3	Hijacking—China Eastern Airlines	China
August 24	In-Flight Attack—Pakistani Airlines	Pakistan *
August 31	Charter Aviation Hijacking	Papua New Guinea

\* Incident Not Counted in Statistics

### **February 21, 1995—Shooting at Airlink Aircraft—Papua New Guinea**

A civilian Twin Otter aircraft operated by Airlink, a Papua New Guinea airline, was fired upon as it took off from Oria in southwest Bougainville Island after dropping off medical supplies. There were 11 people aboard the aircraft. One passenger, a Bougainvillean public servant, was killed and another was wounded. Despite damage to one of the aircraft's engines, the tail, and a tire, the pilot was able to complete takeoff and then land safely on the island of Buka, north of Bougainville. The site of the attack borders on the Kongara region, the last stronghold of the Bougainville Revolutionary Army rebels, who are suspected in the attack. All flights to Bougainville Island subsequently were suspended.

### **March 26, 1995—Attempted Bombing—Singapore Airlines Office—Philippines**

A hand grenade was thrown at the office of Singapore Airlines in the Makati business district of Manila to protest the execution of a Filipina maid who had been convicted of murder in Singapore. The grenade was thrown from a speeding taxi containing four men but fell short. It rolled into the parking lot of a nearby bank and exploded, damaging an armored bank car. The suspects also opened fire at the building's guards, who returned fire, hitting the cab. There were no casualties as a result of the incident, and damage was reported as minimal. The Alex Boncayao Brigade, an assassination squad of the communist New People's Army, claimed responsibility for the attack in a letter to a Philippine news room, alleging that the bombing was only an attempt to show public anger at the maid's execution and was not intended to inflict harm on anyone.

### **April 23, 1995—Airport Vans Attacked—Pakistan \***

Armed kidnappers attacked three Pakistan International Airport vans and a taxi en route from Moenjodaro Airport in Upper Sindh province to Larkana, 185 miles north of Karachi. The vans and taxi were transporting passengers and crew members following the cancellation of a flight to Karachi due to engine trouble. The kidnappers reportedly opened fire from both sides of the road after the vehicles had only traveled a short distance from the airport. Two vans were struck by rifle fire but managed to escape, while the third van was captured after the driver was wounded by gunfire. The taxi driver was killed by gunfire, although one of the passengers took control of the vehicle and managed to drive away safely. Ten passengers from the captured van, including five PIA employees, were taken by the kidnappers, but two subsequently were released. The kidnappers demanded a ransom for the release of the hostages. There is no further information.

### **May 12, 1995—Bombing—Narita Airport—Japan**

An improvised explosive device detonated in a men's public lavatory on the third floor of the Terminal 2 building of the New Tokyo International Airport at Narita. The pipe bomb sprayed shrapnel, consisting of small metal balls, causing damage to the walls and ceiling of the lavatory near the departure check-in area. The explosion caused a small fire, but it was quickly extinguished. No casualties were reported as a result of the bombing. A similar pipe bomb discovered in another men's room

in a separate terminal was removed without incident. The leftist anti-Narita group, Kakurokyo (Revolutionary Workers' Association), claimed responsibility for the incident, and police have confirmed that the type of device used was consistent with past Kakurokyo attacks. The bombing may have been timed to coincide with the anniversary of the airport's opening.

#### **June 4, 1995—Attempted Bombing—Colombo Airport—Sri Lanka**

An improvised explosive device in a passenger van at a public parking lot at Katunayake International Airport in Colombo failed. The device misfired when only one of three detonators in the bomb exploded. This failed to trigger the approximately 52.5 pounds of plastic explosives in the device. There were no injuries in the attack, and there were no claims of responsibility.

#### **June 17, 1995—Power Cut to Karachi Airport—Pakistan**

Saboteurs damaged a power transmission line to Karachi Airport's Jinnah Terminal, cutting and removing two copper pipes in the transmission system. Power was restored a short time later. There were no claims of responsibility for the incident.

#### **June 21, 1995—Hijacking—All Nippon Airways—Japan**

All Nippon Airways Flight 857 was hijacked shortly after takeoff from Tokyo to Hakodate Airport on the island of Hokkaido. The Boeing 747SR (Short Range) aircraft was carrying 350 passengers and a crew of 15. The hijacker threatened a flight attendant with a screw driver. He reportedly stated that he was seeking the release of the imprisoned leader of the Aum Shinrikyo cult, whose members were involved in a nerve gas attack on the Japanese subway system. The plane landed as scheduled in Hokkaido. The hijacker claimed to have a plastic explosive and threatened to blow up the plane. He also carried a plastic bag containing a liquid, which the cabin crew erroneously believe was Sarin, a nerve gas.

The hijacker demanded to be returned to Tokyo, but the aircraft remained at Hokkaido with all hostages remaining on board. Authorities tried to negotiate with the hijacker, but he refused. Early in the morning of June 22—approximately 16 hours after the ordeal began—Japanese police stormed the plane and arrested the hijacker. There were minor injuries to several passengers, as well as to the hijacker and a flight attendant.

#### **August 3, 1995—Hijacking—China Eastern Airlines—China**

A Chinese man claiming to possess an explosive device attempted to hijack a China Eastern Airlines Airbus 300 during a domestic flight from Shanghai to Guangzhou. Thirty minutes after the plane took off, the hijacker emerged from the rear lavatory, blew a whistle, and told the flight attendant that he was hijacking the plane. The hijacker, carrying an unidentified item wrapped in newspaper that he claimed was a bomb, demanded to be flown to Taiwan. He then forced passengers sitting in the rear of the aircraft to move to the front so that he could see them all. The pilot ignored the hijack-

er's demand to be taken to Taiwan and landed at Hangzhou, Zhejiang Province. As the flight was landing, two security staff members overpowered the hijacker. None of the 105 passengers aboard the flight were injured, and the hijacker was arrested by police upon arrival in Hangzhou.

#### **August 24, 1995—In-Flight Attack—Pakistani Airlines—Pakistan \***

Three Pakistani men attacked and seriously wounded a member of the ruling Pakistani People's Party aboard a Fokker aircraft during a domestic flight from Islamabad to Faisalabad. The men, armed with a pair of scissors and a razor, cut the parliament member's throat shortly after the Pakistani International Airlines flight took off. Airline security personnel quickly intervened, shooting and killing two attackers and wounding the third. The plane returned to Islamabad after the attack. No other passengers were reported injured.

#### **August 31, 1995—Charter Aviation Hijacking—Papua New Guinea**

Three armed men hijacked a Britten-Norman Islander aircraft during a flight from Jackson's Airport in Port Moresby to Asimba, Oro Province. The hijackers, who boarded the flight at an unidentified interim stop, entered the cockpit after takeoff and forced the pilot to change course. The pilot flew the plane for 30 minutes while the hijackers held a knife and a shotgun to his head. The pilot refused to land the aircraft at the first airstrip selected by the hijackers, citing safety concerns. After landing at an alternate airstrip, the hijackers robbed the pilot and three passengers before escaping into the bush. No one was reported injured as a result of the hijacking. The Rascals, a gang involved in all aspects of criminal activity in Papua New Guinea, is suspected in the hijacking.

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## CENTRAL EURASIA



Incidents included in statistics: 4  
Incidents not included in statistics: 0

## **Chronology**

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May 22	Bombing—Odessa Airport	Ukraine
June 7	General Aviation Commandeering— Helicopter	Russia
July 1	Hijacking—Domodedovo Airlines	Russia
October 18	Bombing—Vnukovo Airport	Russia

### **May 22, 1995—Bombing—Odessa Airport—Ukraine**

A 5.5 pound explosive device detonated at Odessa's Central Airport outside the office of Austrian Airlines. There was no claim of responsibility, and no injuries were caused.

### **June 7, 1995—General Aviation Commandeering—Helicopter—Russia**

Three men commandeered an Mi-8 civilian helicopter and took the pilot and two mechanics hostage at Ulan-Ude Airport, near the Chinese border. The men wore masks and threatened to detonate an explosive device. They demanded money, fuel, weapons, and safe passage to another town. After lengthy negotiations with authorities, the leader of the trio surrendered, but his accomplices ordered the pilot to take off. The helicopter and pilot were found at the outskirts of Ulan-Ude; however, the two accomplices had fled. They were arrested early the next morning. No injuries were incurred in this incident, and the helicopter was undamaged.

### **July 1, 1995—Hijacking—Domodedovo Airlines—Russia**

Domodedovo Airlines Flight 96 was hijacked during a domestic flight from Yakutsk to Moscow. The IL-62 aircraft carried 174 passengers and ten crew. During the flight, a lone hijacker demanded that the plane return to Yakutsk and threatened to detonate an explosive device. The pilot landed the plane at Altykel Airport in Norilsk, after indicating there was insufficient fuel to return to Yakutsk. The hijacker then demanded 1.5 million rubles ransom but increased the amount when the money was delivered. Authorities then decided to bring the incident to a close. The hijacker was apprehended quickly and peacefully. The hijacker did not possess an explosive device; no one was injured.

### **October 18, 1995—Bombing—Vnukovo Airport—Russia**

A Major in the Russian Internal Security Directorate (MVD) was killed and another officer wounded when a car bomb exploded at Moscow's Vnukovo Airport. The MVD officers had just arrived by plane and were being met by an official of a private company. When the men got into the company's car, an explosive device detonated. The company official as well as his driver were also injured in the explosion. No one has claimed responsibility for the bombing. It is speculated, however, that the attack was criminally-motivated.

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## EUROPE



Incidents included in statistics: 5

Incidents not included in statistics: 1



## Chronology

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April 2	Shooting at Prague Airport	Czech Republic *
April 15	Firebombing—THY Office	Austria
May 2	Firebombing—THY Office	Denmark
July 29	Attempted Bombing—Alicante Airport	Spain
September 3	Hijacking—Air Inter	Spain to Switzerland
November 9	Hijacking—Olympic Airways	Greece

\* Incident Not Counted in Statistics

#### **April 2, 1995—Shooting at Prague Airport—Czech Republic \***

A Ukrainian national opened fire at Prague's Ruzyně Airport after taking a handgun from a police officer at the airport. The gunman fired several shots—wounding a policeman—and took several hostages before commandeering a taxicab and escaping. Following a large-scale manhunt, the gunman was tracked down and arrested early on the following day. His motives are unknown.

#### **April 15, 1995—Firebombing—THY Office—Austria**

During the early morning hours, windows were broken at the Turkish Airlines office in Vienna and two Molotov cocktails were thrown inside. There were no injuries, but some fire damage occurred. A red flag with a yellow star and the inscription “DHKC” was found at the scene. The initials are Turkish for the Revolutionary People's Liberation Front, a Turkish leftist underground organization.

#### **May 2, 1995—Firebombing—THY Office—Denmark**

During the night, windows were smashed at the Turkish Airlines office in Copenhagen and three Molotov cocktails were thrown inside. A resulting small fire caused damage to the building, but there were no injuries. No claim of credit was received.

#### **July 29, 1995—Attempted Bombing—Alicante Airport—Spain**

A suspicious package was found on a parking lot bus ramp at Alicante Airport and detonated by police. The package reportedly contained very little explosive content and was more of an incendiary device. Authorities reported the device was intended to cause a “stir” rather than injury. The Spanish group Basque Fatherland and Liberty (ETA) is suspected.

#### **September 3, 1995—Hijacking—Air Inter—Spain to Switzerland**

Air Inter Flight 4617 was hijacked while en route from Palma de Mallorca, Spain, to Paris, France. The Airbus A320 aircraft, with 289 passengers and ten crew members, diverted to Cointrin Airport in Geneva, Switzerland. The plane landed in Geneva approximately two hours after departing Son Sant Joan Airport in Mallorca. The lone hijacker had a hand-held device which he claimed was a remote control detonator, and he threatened to blow up the plane. In Geneva, the hijacker demanded to meet with Swiss and French journalists and with a Spanish government representative. Swiss authorities refused the demand, however. Approximately 50 minutes after landing, the hijacker agreed to release all passengers. He was overpowered and apprehended by Swiss authorities shortly thereafter. The hijacker apparently wanted to protest French nuclear testing in the Pacific Ocean. The hijacker's “device” was a telephone with batteries and wires.

### **November 9, 1995—Hijacking—Olympic Airways—Greece**

An Ethiopian passenger aboard Olympic Airways Flight 742 seized a flight attendant and threatened her with a knife from a food service tray. The incident happened as the plane was making its final approach to Hellenikon Airport in Athens. Flight 742, a Boeing 747 aircraft with 114 passengers and crew, originated in Bangkok, Thailand. The Ethiopian reportedly had been deported from Australia and was being returned to Ethiopia via Greece. He demanded to speak to representatives of the United Nations and the media. The plane landed in Athens shortly after 4:00 a.m. and all passengers were released. Shortly thereafter, the hijacker surrendered to Greek authorities. No injuries were reported.

## LATIN AMERICA AND THE CARIBBEAN



Incidents included in statistics: 1

Incidents not included in statistics: 1

## Chronology

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July 30	Charter Aviation Hijacking	Nicaragua to Colombia
December 12	Protesters at Managua Airport	Nicaragua *

\* Incident Not Counted in Statistics

### **July 30, 1995—Charter Aviation Hijacking—Nicaragua to Colombia**

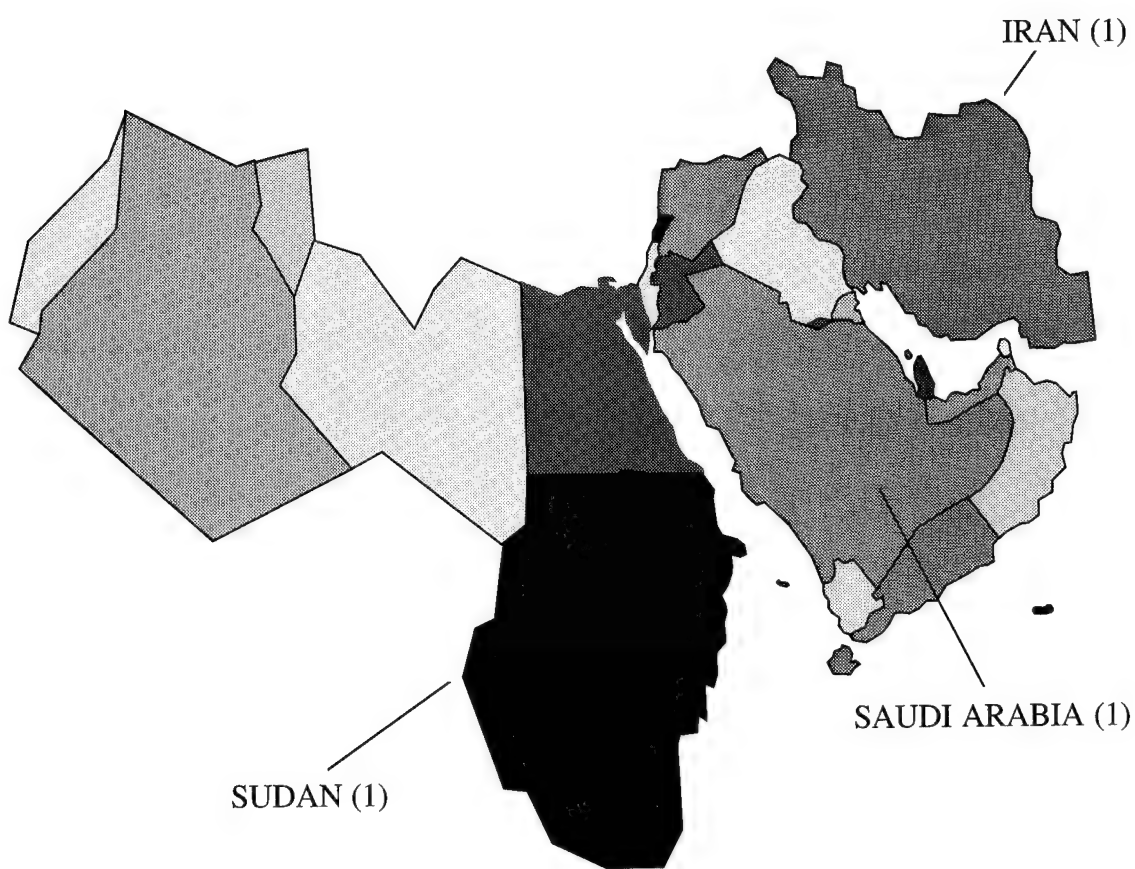
A chartered La Costena Airline commuter flight was hijacked by suspected drug traffickers while en route from Managua to Bluefields, Nicaragua. On August 1, the body of the pilot was discovered in Zipaquira, Colombia. He had reportedly been shot twice in the head and once in the back. The plane, a Cessna Caravan, had reportedly been chartered in the name of a fictitious environmental organization. Nicaraguan authorities suspect that the hijacked aircraft was intended to be used for narcotics trafficking operations. The plane's co-pilot admitted to Colombian authorities that he was involved in the hijacking.

### **December 12, 1995—Protesters at Managua Airport—Nicaragua \***

Hundreds of leftist students seized and paralyzed Managua's Sandino International Airport for five hours. The students' actions forced two incoming flights to divert elsewhere. The protests were in response to a shortfall in the amount of the annual national budget that is earmarked for university education. According to press reports, the students overwhelmed seemingly unsuspecting airport security elements and forced a shutdown of all airport facilities. Ingress and egress at the terminal were blocked, stranding many travelers and others, while demonstrators roamed the public areas painting graffiti and exploding home-made rockets. Some demonstrators also tried to access the control tower but were rebuffed by police.

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## MIDDLE EAST AND NORTH AFRICA



Incidents included in statistics: 3

Incidents not included in statistics: 1



## **Chronology**

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January 4	Hijacking—Sudan Airways	Sudan
July 2	Potential Hijacker Arrested	Yemen *
September 19	Charter Aviation Hijacking	Iran to Israel
December 26	Hijacking—Saudi Arabian Airlines	Saudi Arabia to Eritrea

\* Incident Not Counted in Statistics

### **January 4, 1995—Hijacking—Sudan Airways—Sudan**

A Sudan Airways Fokker aircraft with 38 passengers and crew members was hijacked during a domestic flight between Khartoum to Merowe, Sudan. Two hijackers, a man and a woman, demanded to be taken to Cairo, Egypt. The male hijacker reportedly was armed with a hand gun (not further identified). The pilot convinced the hijackers that the plane needed to be refueled and landed at Port Sudan. Sudanese authorities began to negotiate with the hijackers and shortly thereafter all passengers and crew were released unharmed. The hijackers continued to negotiate for fuel—unsuccessfully—then surrendered peacefully and were taken into custody. According to media reports, the hijackers were newlyweds, and the husband wanted to travel to Cairo but could not afford the airfare. He reportedly stated that hijacking the plane was the only way he could think of to take his wife to Cairo.

### **July 2, 1995—Potential Hijacker Arrested—Yemen \***

A person with a hand grenade was arrested while attempting to board Ethiopian Airlines Flight 664. The arrest occurred shortly before the Boeing 737 aircraft was to depart Sanaa Airport en route to Addis Ababa, Ethiopia. The individual attempted to smuggle a hand grenade hidden in a blender on to the plane, but the device was found during check-in procedures. Upon being interviewed, the man indicated that his intent was to force the plane to Kampala, Uganda. His motives are not known.

### **September 19, 1995—Charter Aviation Hijacking—Iran to Israel**

A steward hijacked a chartered Iranian passenger flight with 164 passengers and 13 crew members. The aircraft, a KC-707 aerial refueler modified for passenger service, was en route from Tehran to the Persian Gulf resort island of Kish and landed in Israel. The steward entered the flight deck carrying a pistol, fired a shot, and ordered the pilot to head west. The pilot attempted to land in Saudi Arabia and Jordan but was refused permission. The Israelis allowed the plane to land because it was low on fuel. Avda Airbase was chosen because of its location in the sparsely populated desert and because the hijacker's intentions were unknown.

The hijacker surrendered to Israeli authorities; there were no injuries. The hijacker apparently was disgruntled and reportedly was seeking asylum in Europe or the United States. Iran requested extradition, but the Israelis refused and have brought charges against him. The plane was refueled and returned to Iran with all crew members and remaining passengers on board. The hijacked aircraft is registered to SAHA Airlines but was chartered by Kish Air for the flight.

### **December 26, 1995—Saudi Arabian Airlines—Saudi Arabia to Eritrea**

A Saudi Arabian Airlines aircraft with 185 passengers onboard was hijacked during a flight from Jeddah to Addis Ababa, Ethiopia. The hijacker was an Ethiopian who had tried to find work in Saudi Arabia, but he failed and was being returned. He did not want to return to Ethiopia, however, and used a small letter opener to try and reroute the plane. The aircraft landed in Asmara, Eritrea, where the hijacker was arrested without incident by the authorities.

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## NORTH AMERICA



Incidents included in statistics: 1  
Incidents not included in statistics: 1

## Chronology

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May 7	Shooting at Minneapolis-St. Paul Airport	United States *
October 13	Destruction of Unmanned Facility	United States

\* Incident Not Counted in Statistics

### **May 7, 1995—Shooting at Minneapolis-St. Paul Airport—United States \***

Shortly before 7:00 a.m., an individual opened fire with an assault rifle at the Minneapolis-St. Paul International Airport. The individual attempted to enter the sterile area, but could not, and began firing his weapon. A security checkpoint screener was injured by broken glass. The shooter went outside the terminal building and was wounded by police officers during an exchange of gunfire. The gunman was arrested.

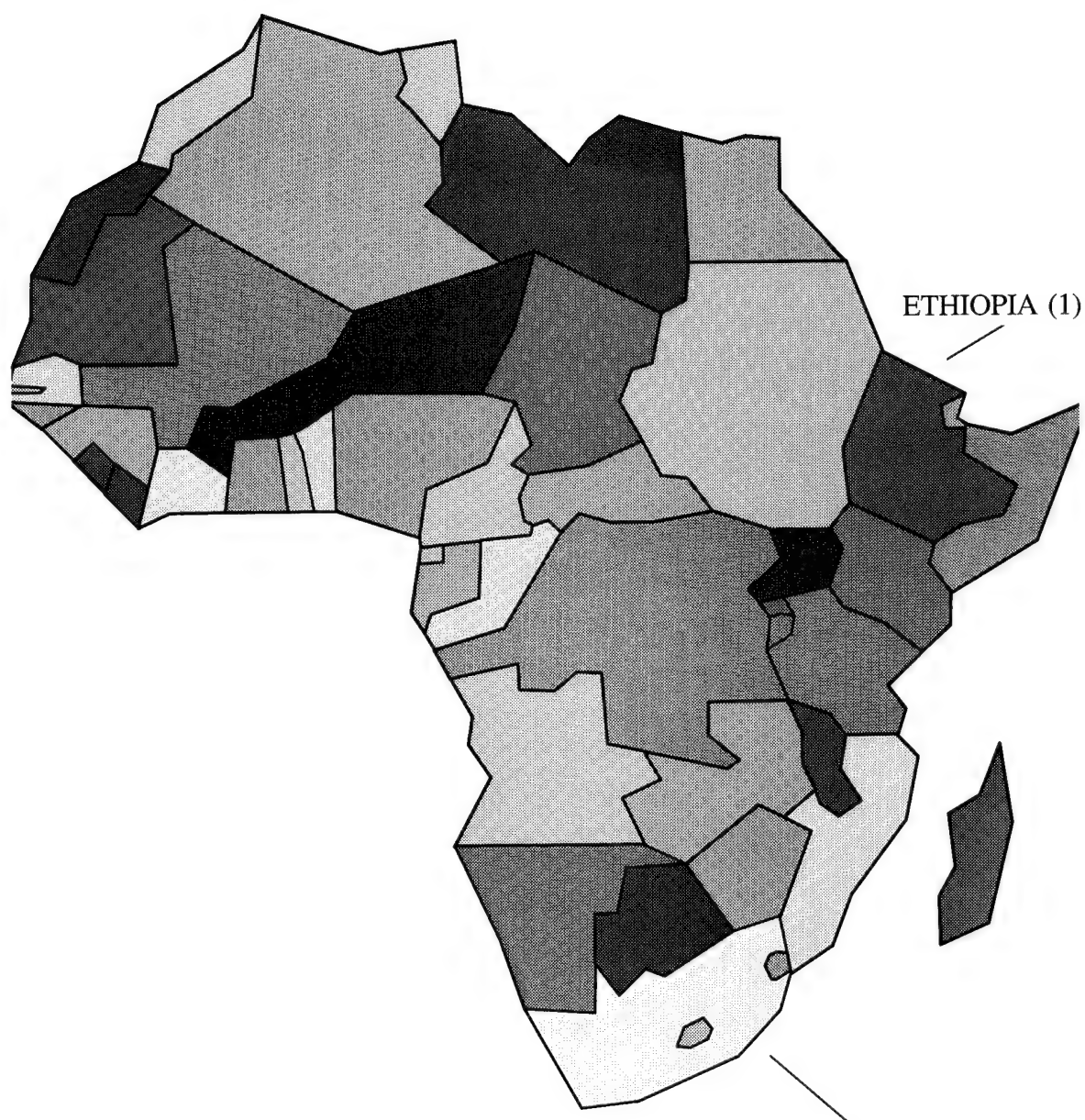
### **October 13, 1995—Destruction of Unmanned Facility—United States**

A low-level explosive device destroyed an unmanned facility serving La Guardia International Airport. The facility, a Low Level Windshear Alert System (LLWAS), is located in a remote area near Flushing Airport, formerly a general aviation field. The LLWAS is housed in a metal box on a utility pole and is surrounded by a perimeter fence that was cut to gain entry. The damage was discovered during the afternoon. The LLWAS was not fully functional for several days, but air traffic to La Guardia was not jeopardized. A leaflet found at the scene advised that the “. . . facility was destroyed in response to the atrocities committed by the federal government . . . such as Waco (and) Ruby Ridge . . .” A swastika appeared at the bottom of the page. An arrest was made in this matter. No connections were found between the person arrested and right-wing terrorist organizations, despite the contents of the leaflet.



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## SUB-SAHARAN AFRICA



Incidents included in statistics: 2  
Incidents not included in statistics: 1

SOUTH AFRICA (1)



## Chronology

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March 17	Hijacking—Ethiopian Airlines	Ethiopia to Sudan
August 11	Robbery of Aircraft—Newcastle Airport	South Africa *
August 15	Hijacking—Phoenix Airways	South Africa

\* Incident Not Counted in Statistics

### **March 17, 1995—Hijacking—Ethiopian Airlines—Ethiopia to Sudan**

On March 17, an Ethiopian Airlines Boeing 737 aircraft on a domestic flight from Addis Ababa to Bahr Dar was hijacked to Sudan by five men. The aircraft carried seven crew members and 85 passengers. The plane landed in El Beid to refuel and to repair mechanical problems. Sudanese officials refused to refuel the aircraft, however, and the hijackers allowed five passengers to deplane. The hijackers had initially demanded to fly to Libya, but in Sudan they changed their intended destination to Sweden. After several hours of negotiations and with temperatures rising inside the aircraft from the hot weather, the hijackers peacefully surrendered to the authorities. There were no injuries from the incident. The hijackers had no political motives, and their only apparent objective was to leave the country.

### **August 11, 1995—Robbery of Aircraft—Newcastle Airport—South Africa \***

Four armed robbers stole R2.5 million (Rands, \$700,000 (U.S.)) from a plane at Newcastle Airport. As the plane landed, a man was seen on the tarmac pushing a wheelbarrow filled with grass clippings. When the man reached the plane, he produced a weapon that had been concealed in the clippings. Three other men then appeared and the security guards on the plane were disarmed. The robbers removed two trunks containing the money and fled in two cars parked nearby.

### **August 15, 1995—Hijacking—Phoenix Airways—South Africa**

A man claiming to have a gasoline bomb hijacked Phoenix Airways Flight 506 and demanded transit to Cuba. The hijacking took place shortly after the Boeing 727-023 aircraft departed Cape Town en route to Johannesburg. Seven crew members and 97 passengers were on board the plane. The pilot returned to Cape Town after telling the hijacker that maps and additional fuel were needed to fly the 7,000 miles to Cuba. Shortly after the plane landed, crew members overpowered the hijacker and seized his bag, and he was taken into custody. The hijacker's "incendiary device" was a bottle in a paper bag.

**CRIMINAL ACTS AGAINST CIVIL  
AVIATION:  
A TEN YEAR PERSPECTIVE,  
1986–1995**

### Total Incidents, 1986–1995

	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Hijackings .....	6	8	11	15	40	24	12	31	23	9
Commandeerings .....	6	3	3	0	2	1	4	2	2	0
Bombings, Attempted Bombings, Shootings On Board Aircraft .....	5	2	4	4	2	1	0	0	3	0
General Aviation .....	9	8	1	5	3	10	10	5	3	4
Airport Attacks .....	4	6	7	7	6	27	15	17	14	5
Off-Airport Attacks .....	20	11	10	3	4	47	50	20	1	5
Shooting at Aircraft .....	2	2	4	2	0	10	7	9	4	1
Totals .....	52	40	40	36	57	120	98	84	50	24

During the past ten years, 601 incidents have been recorded in *Criminal Acts Against Civil Aviation*. These incidents range from relatively minor affairs, such as the takeover of an airline ticket office, to events of much greater significance, such as the bombings of Pan Am Flight 103 in 1988 or UTA Flight 772 in 1989. Some of these incidents were committed by terrorist groups motivated by political, social, religious, or other issues; by organized criminal elements or narcotics gangs whose motives stemmed from their illegal activities; or by individuals seeking to fulfill a personal agenda.

The 601 incidents are as follows:

- 179 Hijackings
- 171 Off Airport Facility Attacks
- 108 Airport Attacks
- 58 General Aviation/Charter Aviation Incidents
- 41 Shooting at Aircraft Incidents
- 23 Commandeerings
- 21 Bombings, Attempted Bombings, Shootings on Board Aircraft

### *Hijackings*

The majority of hijacking incidents during the past ten years were committed by individuals or small (2–3 people), unorganized groups. Usually, such incidents were committed for personal reasons, such as to seek transport to or asylum in another country. Hijackings committed for political/terrorist purposes account for only about 8% of the 179 incidents. In fact, more hijackings appear to have been criminally motivated—extortion, theft, etc.—than were committed for political/terrorist purposes. In addition, the vast majority of hijacking incidents (155) occurred during domestic flights, that is, internal flights within a country.

Approximately 225 people—passengers, crew, security forces, hijackers—were killed and 150 injured during the past ten years. More than half of the deaths were in one incident that occurred in China.

Geographically, slightly more than ¼ of the hijacking incidents took place in Central Eurasia. Forty-one of the 49 hijackings that occurred here were in the Soviet Union; six more were in the Russian Republic after the USSR collapsed. With a few exceptions, these hijackings were committed by people seeking to leave the country.

Among other geographic regions, 38 hijackings were recorded in Asia: 23 in China, 6 in India. In Latin America and the Caribbean, 24 incidents were reported; Colombia had the most incidents—six. Twenty-three incidents were listed in sub-Saharan Africa; Ethiopia recorded 13 hijackings, mostly by asylum seekers. The Middle East and North Africa had 21 incidents; Algeria, Iran, and Saudi Arabia each recorded four hijackings. Fifteen incidents took place in Europe; three in former Czechoslovakia and three in Italy were the most for any one country in this region. In North America, nine incidents were recorded. Eight of these were in the United States, and one was in Puerto Rico. These nine incidents involved U.S. aircraft; no other U.S. registered aircraft were hijacked during the ten-year period.

Some of the more notable hijacking incidents of the past ten years include:

- Singapore Airlines—March 26, 1991—Malaysia: four hijackers with political demands seized the aircraft; the plane landed in Singapore; the four hijackers were killed by security forces who assaulted the plane
- Xiamen Airlines—October 2, 1990—China: while attempting to land in Guangzhou, the hijacked aircraft went out of control, struck another plane, and exploded; 128 people were killed and dozens were injured
- Aeroflot—August 19, 1990—Soviet Union: fifteen escorted prisoners overpowered their guards, took their weapons, and seized control of the plane; the plane eventually landed in Pakistan; the prisoners requested asylum but they were arrested instead
- Kuwait Airways—April 5, 1988—Thailand: flight 422, en route to Kuwait City, Kuwait, was seized by Muslim extremists who demanded the release of terrorists in Kuwait; the plane was held for more than two weeks, landing at various airports in the Middle East
- Iraqi Air—December 25, 1986—Iraq: two passengers attempted to seize the plane as it entered Saudi airspace; a gun battle with security personnel ensued, and two hand grenades were detonated; the plane crashed as it tried to land; 65 people were killed and 42 were injured.

## *Commandeerings*

Nearly half of the 23 commandeering incidents were committed for personal reasons, such as seeking transport to another country. Only two incidents were motivated by political/terrorist issues: Air France in Algeria in December 1994, and Pan American Airlines in Pakistan in September 1986.

Geographically, four incidents occurred in the United States, four in Russia/USSR, and three in Haiti. U.S. registered aircraft were involved in two of the four incidents in the United States and in the three Haitian incidents. In addition, a U.S. registered aircraft (Pan American Airlines) was commandeered in Pakistan in 1986.

Thirty-two persons (perpetrators, crew members, security forces, passengers) were killed and approximately 160 others injured in the 23 commandeering incidents. Most of the casualties (23 deaths, 125 injuries) occurred during the Pan American Airlines incident in 1986.

Some of the more noteworthy commandeering incidents include:

- Air France—December 24, 1994—Algeria: four armed Algerian extremists seized the plane in Algiers and demanded the release from prison of extremist leaders; three passengers were killed before the plane was allowed to depart on December 26; the plane landed in Marseille, where French commandos stormed the plane and killed the perpetrators
- American Airlines—October 1, 1988—Haiti: three armed Haitian soldiers stormed aboard the plane as passengers were loading for a flight to New York City; the soldiers, who wanted to be taken to New York, surrendered their weapons when the pilot agreed; they were arrested upon arrival in New York
- Pan American Airlines—September 5, 1988—Pakistan: armed Arab extremists in a van accessed the plane as passengers were boarding in Karachi; they wanted to go to Cyprus to seek the release of terrorist prisoners; the extremists killed a U.S. serviceman; after many hours, the plane's auxiliary power unit failed; the extremists, anticipating an assault, began to fire indiscriminately; 22 people died and 125 others were injured; five people were arrested
- Delta Airlines—March 14, 1988—United States: the armed perpetrator gained access to the air operations area and confronted a ramp supervisor in Daytona Beach, Florida; he ordered that only the First Officer remain on the plane; a police officer shot out one of the plane's tires and the perpetrator surrendered; he reportedly wanted to crash the plane to commit suicide.

## *Bombings, Attempted Bombings, Shootings On Board Aircraft*

Although this category had the fewest number of incidents over the past ten years, these incidents are probably the most egregious because of the callousness of the acts. More than 700 people died in six crashes caused by explosive devices detonating in-flight. Additionally, five people were killed

in two incidents in which devices exploded, although the damaged planes landed safely; and 16 people died when an explosive device detonated aboard a plane loading passengers. An in-flight shooting incident also led to a crash in which 43 people died.

The bombing of Pan American Airlines Flight 103 on December 21, 1988, over Scotland, stands at the forefront of these incidents. Nearly 40% of the 700+ deaths occurred in this attack: 258 in the air, 11 on the ground. Many theories abound as to who was responsible for this act and for what reason. The U.S. government, however, issued arrest warrants for two Libyans identified as intelligence operatives. Libyan agents are also suspected in the bombing of Union de Transports Aeriens (UTA) Flight 772 over Niger on September 19, 1989. One hundred seventy-one deaths—the second highest casualty total of the past ten years—were recorded in this incident. Other incidents in which detonations of explosive devices led to crashes include:

- Alas Chiricanas Airlines Flight 901 over Panama; 21 deaths; June 19, 1994
- Avianca Flight 203 over Colombia; 107 deaths; November 27, 1989
- BOP Air over South Africa; 17 deaths; March 1, 1988
- Korean Air Line Flight 858 over the Andaman Sea; 115 deaths; November 29, 1987.

The following incidents also resulted in fatalities: Philippine Airlines Flight 434, one death, December 11, 1994; Trans World Airways Flight 840, four deaths, April 2, 1986; and Air Lanka, 16 deaths, May 8, 1986.

Two relatively minor incidents—that is, in comparison to the others—were also recorded. A passenger ignited an incendiary device on an Aeroflot aircraft over the Soviet Union in March 1991, and a hand grenade being smuggled exploded accidentally on a Thai Airways flight in October 1986. Both planes landed safely.

In addition to these 11 bombing incidents, eight attempts to place explosive devices on planes have been recorded. Only one device detonated. It had been placed in a suitcase that was being examined prior to being loaded on an El Al plane. The suitcase began to smoke before the device detonated. More than a dozen people were injured from the explosion in this 1986 incident. In five of the remaining seven incidents devices were found before they were loaded onto the plane; one incident involved the use of a dupe to carry the bomb. One device was also discovered in luggage after the plane had landed. Another device, which was discovered when the plane diverted after a threat had been received, was defective.

Two shooting incidents aboard aircraft were also recorded. In 1987, a disgruntled former employee shot the flight crew of a Pacific Southwest Airlines flight causing the plane to crash and killing all on board. In the other incident, a Colombian presidential candidate was assassinated aboard an Avianca flight in 1989. The assailant fired 15 rounds from a submachine gun before being killed by the candidate's bodyguard.

## *Off-Airport Facility Attacks*

By far and away, the majority of the 171 incidents in this category have been attacks against airline ticket offices; other incidents include attacks against navigational aid facilities or other aviation-related targets located off airport. Many of the incidents took place within a three year span, 1991 through 1993, when 117 incidents were recorded.

More than 100 of the 171 incidents were bombings or attempted bombings (mostly bombings), while "other attacks," such as assaults, armed seizures, vandalism, etc. comprise the remainder. At least 18 persons were killed and more than 60 injured in the bombing incidents. The greatest number of deaths occurred on April 9, 1986, when a car bomb detonated outside a Sabena Airlines office in Beirut, Lebanon. Twelve passers-by were killed and several Sabena employees were injured. The highest number of casualties were recorded on January 23, 1986, when three people died and 29 were injured when an explosive device detonated in a Pakistan International Airlines office in Peshawar, Pakistan.

Most of the 171 attacks were committed to make political statements; a few may have had some criminal intent. Terrorist or guerrilla/insurgent groups either claimed credit for some of the attacks—stating their objectives—or they were believed responsible. Most attacks, however, went unclaimed although their intent was often clear. Turkish aviation interests, for example, were attacked more often than any other target. Most, if not all, of these incidents were related to Turkey's problems with its Kurdish minority. Of 55 attacks against Turkish interests, only two were against an airline other than Turkish Airlines (THY). Twenty bombings or attempted bombings and 32 "other attacks" were recorded against THY offices between 1991 and 1993.

Approximately 55% of the 171 incidents were recorded in Europe. Of these 96 incidents, more than 1/3 occurred in Germany, mostly between 1991 and 1993. Next to Europe, the Middle East and North Africa recorded 28 incidents and Latin America and the Caribbean had 25. The 33 attacks in Germany were the most for any one country. Thirteen incidents were recorded in Colombia, 12 in Algeria, and ten in France.

## *Attacks at Airports*

Of the 108 incidents recorded in the past ten years, 39 were bombings and 28 were attempted bombings. These attacks included the use of car bombs, suitcase bombs, or other explosive devices that were either placed or thrown. Forty-one "other" attacks were also recorded. These incidents included firing rockets, mortars, or other projectiles; shootings; assaults; sabotage; and so forth. At least 45 people were killed and more than 350 wounded from bombings or other attacks at airports. In the most lethal attack, 12 deaths and 126 injuries resulted when an explosive device detonated at Houari Boumedienne International Airport in Algiers, Algeria, on August 26, 1992. Many of the attacks were committed to make a political statement; some were claimed by known terrorist or guerrilla/insurgent groups but most went unclaimed.

More incidents occurred in Latin America and the Caribbean region than in any other geographic area but only by two incidents. Thirty-two incidents were recorded in Latin America and 30 in Asia;



21 incidents were recorded in Europe. More bombing/attempted bombing incidents (25) occurred in Latin America than in any other region, and more "other" incidents (13) were in Asia. Colombia recorded more incidents (12) than any other country. Eleven incidents were recorded in the United Kingdom (eight in Northern Ireland, three in England) and nine in Peru.

The four most lethal airport attacks are:

- November 3, 1994; Saidu Sharif Airport; Pakistan; five dead, 27 injured (at least); armed militant Muslim activists seized the airport and barricaded the runway; Pakistani paramilitary forces attacked several days later; casualty figures do not include those of the Muslim activists.
- August 26, 1992; Houari Boumedienne International Airport; Algiers, Algeria; 12 dead, 126 injured; a 20 pound explosive device was placed in the international terminal; members of the Islamic Salvation Front were arrested; the attack was to disrupt foreign involvement in Algeria
- November 11, 1987; Beirut International Airport; Beirut, Lebanon; six dead, 73 injured; explosives in a suitcase detonated, possibly prematurely, in the passenger terminal; no claim of credit; person carrying the suitcase was killed
- September 14, 1986; Kimpo International Airport; Seoul, South Korea; five dead, 29 injured; a device detonated in a trash can located in front of the international terminal building.

## *Shooting at Aircraft*

Forty-one incidents in the past ten years resulted in 13 plane crashes and at least 317 crew and passenger deaths. Of these 41 incidents, 19 were against civilian passenger aircraft; seven crashed killing 283 passengers or crew. Many of the non-passenger planes that were attacked belonged to or were chartered by humanitarian relief organizations such as the Red Cross, Doctors Without Borders, and the U.N. World Food Program. Small and shoulder-fired automatic weapons, surface-to-air missiles, and mortars or other projectiles have all been used to shoot at aircraft. In one instance, a fighter aircraft was even used.

Angola, the Republic of Georgia, and the Sudan are the three countries where the majority of incidents have taken place. Eleven attacks were recorded in Angola, and four were recorded in both Georgia and the Sudan. Nearly 70% of all attacks against aircraft were committed by guerrilla/insurgent groups. The Sudanese People's Liberation Army, the National Union for the Total Independence of Angola, and Khmer Rouge are suspects in some shooting at aircraft incidents.

The deadliest reported attacks in the past ten years include a Georgian passenger aircraft and a Sudan Airways plane that were shot down killing 140 people. The Georgian aircraft was landing at Sukhumi Airport when it was fired upon by suspected Abkhaz rebels. Approximately 80 people died in this September 1993 incident. This attack was the fourth of the year in that country. It occurred the day after another civilian aircraft was shot down while landing at Sukhumi and 28 persons died.

The Sudan Airways incident occurred in August 1986. Sixty people died when the plane was shot down in Sudan by suspected rebels.

In other notable incidents, drunken policemen reportedly fired upon a plane in Peru and a civil war may have resulted from a crash in Rwanda. In Peru, an Aerochasqui aircraft was fired upon by drunken policemen on July 10, 1991. The plane crashed, and all 17 people on board died. In Rwanda, suspected rebels are believed responsible for causing the April 7, 1994, crash of a plane which killed ten, including the presidents of Rwanda and Burundi. This act possibly served as a catalyst for a civil war in Rwanda.

## *General Aviation/Charter Aviation Incidents*

Of the 58 incidents recorded in the past ten years, there were 27 aircraft hijackings, 21 aircraft commandeering, 9 destruction of aircraft, and one airport bombing. Nearly half of the incidents (28) occurred in the Latin America and Caribbean region. Thirteen incidents were recorded in the United States—the most in any one country and one more than occurred in Colombia.

Twenty-five of the 28 incidents recorded in Latin America were commandeering or hijackings. Guerrilla/insurgent groups or narcotics traffickers committed the majority of these incidents, often to steal the aircraft. Outside of Latin America, most hijacking and commandeering incidents were committed for criminal purposes. Abetting prison escapes was the most common criminal motivation (nine incidents), while fraud, robbery, and extortion were also reasons. Four aircraft were commandeered/hijacked as a means for the perpetrator(s) to seek political asylum. One hijacking clearly was terrorist related: suspected Corsican National Liberation Front members hijacked a helicopter in July 1992 and flew to an area where they placed explosive devices.

Most of the aircraft involved in the commandeering/hijacking incidents were small planes or helicopters. Two larger planes—both charter flights—were also hijacked, however. In September 1995, a plane with 164 passengers and crew was hijacked over Iran and eventually landed in Israel. In May 1994, a charter flight from Indonesia to Vietnam with 110 passengers was hijacked but landed as scheduled. In both of these incidents, the perpetrators were seeking political asylum.

In addition to the commandeering and hijackings, nine incidents were recorded in which aircraft were deliberately destroyed or damaged. Four of these incidents were criminally motivated, and three—all in Colombia—were committed by guerrilla/insurgent groups. One incident was also terrorist related: the Turkish group, Dev Sol, destroyed a 24-passenger helicopter on March 27, 1991 as a statement of protest. Four of these nine incidents occurred in the United States. In addition, a 60-foot beacon tower at a general aviation airport in the United States was badly damaged by an explosive device.

## **FEATURE ARTICLES**

# *HIJACKING OF ALL NIPPON AIRWAYS FLIGHT 857 JUNE 21, 1995*

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A 53-year-old Japanese man hijacked All Nippon Airways Flight 857 during a scheduled domestic flight from Haneda Airport in Tokyo to Hakodate Airport near Sapporo on the island of Hokkaido. The Boeing 747SR (Short Range) was carrying 350 passengers and a crew of 15. At 1157, thirty minutes after the flight's departure from Tokyo, while the aircraft was over Yamagata Prefecture, the man initiated the hijacking from the upper cabin of the airliner by holding a screwdriver to the throat of a flight attendant and demanding access to the flight deck and the pilot. The hijacker then had his demand—to be returned to Tokyo—passed to the pilot by the flight attendant.

The hijacker never spoke directly with the pilot during the entire incident. Rather, all communications from the hijacker went through the flight attendants, who informed the pilot via the aircraft's intercom system. The pilot then relayed information to authorities by radio. This separated the pilot from events taking place in the cabin, leaving him to rely solely on the perceptions of the cabin crew. The hijacker also had ordered the flight crew to remain on the flight deck in order to confuse them about the number of hijackers on board. This was initially successful, since early reports from the aircraft advised that there possibly were three hijackers.

The hijacker carried two blocks of a green clay-like substance with an antenna protruding from it, which he claimed was an explosive device. He also was in possession of a plastic bag containing a clear liquid, which he threatened to puncture on several occasions. The crew members believed that the plastic bag contained the nerve gas Sarin. This probably resulted from their mistaken belief that the hijacker was a member of the Aum Shinrikyo cult and that the hijacking was to gain the release of Shoko Ashahara, the cult's leader. Ashahara had been arrested in connection with a Sarin attack on the Tokyo subway system.

A subsequent review of taped radio conversations with the pilot showed that the pilot, rather than the hijacker, announced that the aircraft had been seized to gain Ashahara's release. The hijacker had merely played along with this idea. At one point, the hijacker even denied any Aum Shinrikyo connection, and this information was conveyed to authorities by the flight attendant.

Despite the hijacker's demand to be taken back to Tokyo, the flight continued on to Hakodate. The aircraft landed on schedule at Hakodate Airport at 1240, approximately one hour after leaving Tokyo.

Aviation officials at Hakodate closed the airport soon after the arrival of the ANA aircraft, which was moved to a distant taxiway. The hijacker had passengers close all of the window shades in the cabin area, and he threatened to detonate the explosive device if anyone approached the aircraft (1318). The hijacker told authorities that he wanted to return to Tokyo, and demanded that the aircraft be

refueled and be allowed to depart. After authorities ignored his repeated demands for refueling the aircraft (1336), the hijacker again threatened to blow up the plane with the explosive device he was carrying. A fuel truck with four men, including two disguised police officers, subsequently was sent to the aircraft. However, the hijacker was informed that a malfunctioning fuel valve prevented the aircraft from being refueled. While this alleged "problem" was being fixed, the two police officers were able to station themselves under the aircraft.

While waiting for the aircraft to be refueled, the hijacker had cabin crew members use duct tape to bind and gag the passengers and then each other (1430), leaving one flight attendant unbound. This flight attendant was also told to bring the flight engineer from the cockpit to join the bound cabin crew and passengers, leaving only the pilot and co-pilot in the cockpit.

Authorities made a number of requests, including to speak directly to the hijacker, to release the passengers, and to attend to the sick or elderly passengers. However, each of the requests were denied, with the hijacker stating that all passengers would be released in Tokyo. The hijacker also refused to negotiate with authorities in Hakodate (1503), claiming that "he would make his demands in Tokyo." Authorities asked that food and water be brought on board the aircraft, since the short, in-country flight carried no food and little water. This request was denied, with the hijacker noting that "water and food are not important when you are not sure whether you will live or die." When the repair work had not been completed and the aircraft still had not been refueled, the hijacker threatened "If I don't get a response within three minutes, I will take action" (1734). Nevertheless, the aircraft was not provided with fuel, and no reprisals were taken by the hijacker.

The passengers and crew were moved to the rear of the aircraft (1821), where the curtains were drawn, creating a "clear zone" in the middle. Because the hijacker spent most of his time at the front of the aircraft, this separation gave some of the passengers the opportunity to loosen their binds and use their cellular telephones to pass information to authorities. This allowed Japanese authorities to determine the approximate location of the hijacker within the aircraft, that he was alone despite his original claims that he had accomplices, and that the "weapon" he carried was merely a screw-driver.

By this time it also had been determined that the hijacker probably was not a member of Aum Shinrikyo, which had publicly disclaimed the hijacking. However, it still remained unknown whether the device the hijacker carried was real, and whether he actually was in possession of Sarin.

Early on June 22 (0100), the hijacker dropped his "demand" that Shoko Ashahara be released from prison, but he continued to demand to be taken to Tokyo. By this time, local authorities had been given permission to attempt an assault. Lights illuminating the aircraft were turned off and ambulances were used to create a diversion (0330). Fifty National Police Agency officers and twenty Hokkaido policemen were deployed under and around the aircraft (0340). Ladder trucks then were placed at the front and side doors, allowing police to enter the aircraft at three different points (0342). Within minutes of entry by the police, the hijacker was subdued in the forward cabin (0345), ending the 16-hour incident. The hijacker was placed under arrest for violating the Hijack Prevention Law. This was the first hijacking in Japan since March 1970, and the first instance in which Japanese police assaulted a hijacked aircraft.

The hijacker received a minor head injury during the assault, a female passenger received a slight stab wound from the screwdriver, and several other people received minor injuries. A subsequent search of the aircraft found no explosives. The device claimed by the hijacker to contain explosives was found to be clay, while the plastic bag which was thought to be full of Sarin merely contained water.

Initially, the hijacker's motive was unclear, since he offered a variety of explanations for carrying out the crime, ranging from a wish to become a hero by attracting cult leader Asahara to the aircraft and then killing him, to a desire to commit suicide because of personal problems. However, the hijacker denied that he was a member of Aum Shinrikyo or that he was seeking the release of cult leader Shoko Asahara, and police were unable to find any connection to the cult. It is believed that termination from his position as a senior bank manager (due to a nervous disorder) might have resulted in the mental state which led the man to carry out the hijacking.

# *THE HIJACKING OF KISH AIR*

## *SEPTEMBER 19, 1995*

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A domestic Iranian airliner was hijacked while en route from Tehran, Iran, to the resort island of Kish in the Persian Gulf. The Kish Air flight, which was registered to SAHA Airlines and chartered for a vacation excursion, was hijacked by an Iranian flight attendant wielding a pistol. The 29 year-old flight attendant entered the flight deck shortly after departure from Tehran. The hijacker took control of the aircraft by firing a gunshot into the bulkhead of the aircraft and threatening the lives of the crew. No one was injured during the takeover; two Iranian Revolutionary Guard Corps members who were on the plane to provide security took no action during the incident. The KC-707 aircraft refueler (modified for passenger service) carried 164 passengers and 13 crew members.

The hijacker remained in the cockpit for the duration of the hijacking, and his only demand was that the pilot divert the plane from its path and head it in a westerly direction. Iranian civil aviation officials noted trouble when the plane deviated from its air corridor and then lost radar coverage when it left Iranian airspace. The pilot was refused permission to land in both Jordan and Saudi Arabia, which closed their airspace to the hijacked aircraft and blocked major airport runways. When the plane's fuel reached dangerously low levels, however, the pilot made an urgent request to the Israelis that the aircraft be permitted to land at Tel Aviv's Ben Gurion International Airport. Fearing that the hijacked jet may be an Iranian sabotage attempt, but concerned about the safety of the passengers, Israel responded to the request by scrambling fighters and directing the aircraft to Ovda Airfield. Ovda Airfield is a major military air base considerably south of Tel Aviv in the Negev Desert with no assigned combat units.

With Israeli hostage rescue teams on their way to Ovda, the aircraft landed at the air base, whereupon the hijacker emerged from the aircraft. He placed his weapon on the ground and surrendered to Israeli authorities with a plea for political asylum. The two IRGC security personnel surrendered their weapons as well which led to some media speculation that more than one hijacker was involved. The Iranian passengers and crew remained aboard the aircraft for several hours while they were questioned by Israeli authorities.

Immediate repatriation of the hijacked plane and passengers by Israel was planned. The process was considerably delayed, however, when the family of an Israeli air force navigator, who was shot down over Lebanon in 1986, campaigned to prevent the passengers' return without some type of quid pro quo arrangement with Iran concerning the airman's whereabouts. An emergency legal appeal for an order preventing the plane's departure was rejected by Israel's supreme court and, although the plane's departure was delayed until late the following day, the plane returned to Iran with all passengers, crew and cargo aboard. Five passengers requested either asylum or permission to go to western countries but were refused by Israeli authorities.

Despite Iranian demands to return the hijacker to Iran, Israel allowed him to stay in the country for humanitarian reasons. The government refused to grant the hijacker political asylum and has proceeded with his prosecution, indicting him on October 15, 1995, on charges of air piracy.



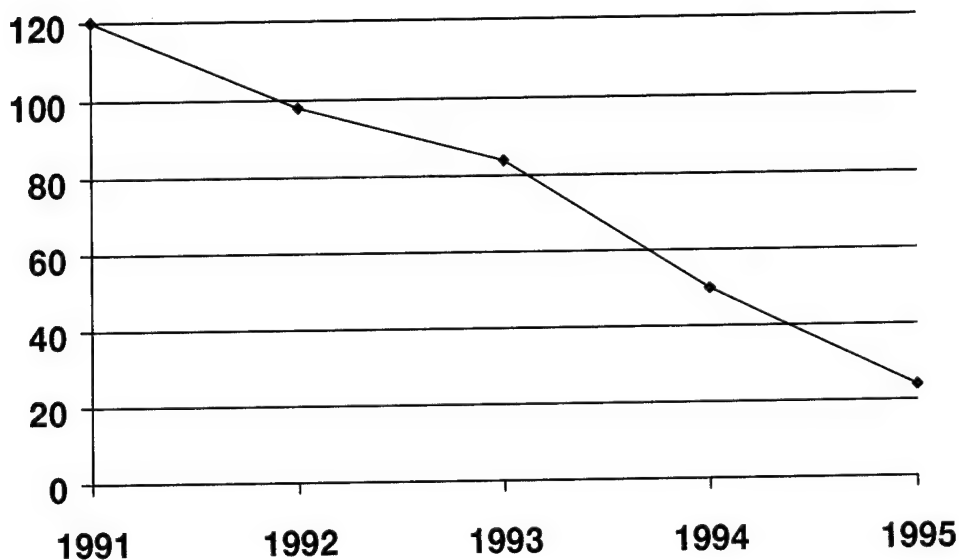
# **TRENDS**

## **1991–1995**

# Introduction

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## Five Year Summary Worldwide Civil Aviation Incidents 1991-1995



This section contains an examination of trends for the five-year period 1991–1995. Significant incidents involving civil aviation are separated into one of the following categories <sup>1</sup>:

- “Hijackings of Civil Aviation Aircraft,”
- “Commandeerings of Civil Aviation Aircraft,”
- “Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft,”
- “Shootings at In-Flight Aircraft,”
- “Attacks at Airports,”
- “Off-Airport Facility Attacks,” and
- “Incidents Involving General Aviation/Charter Aviation.”

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<sup>1</sup> Where necessary, an explanation for these categories can be found in the first paragraph of the categories’ five-year summary.

Charts are included to present a visual perspective of these incidents.

In 1995, for the fourth consecutive year, fewer incidents were recorded than in the previous year. There were 24 incidents recorded in 1995, 50 in 1994, 84 in 1993, 98 in 1992, and 120 in 1991.

Decreases in the number of incidents were noted in all but two categories in 1995: Off-Airport Facility Attacks and General Aviation/Charter Aviation. Off-Airport attacks increased from one incident to five, and General Aviation/Charter Aviation incidents increased from three to four.

Two categories had no reported incidents in 1995: Commandeerings (two incidents in 1994) and Bombings/Shootings/Attempted Bombings on Aircraft (three incidents in 1994). A significant decrease (35.7%) was noted in the number of Attacks at Airports between 1994 (14 incidents) and 1995 (five incidents). There was also a 39% decrease in the number of Hijacking incidents between 1994 and 1995 (23 and nine, respectively). The nine hijackings were also the most incidents recorded in any category in 1995. Shooting at Aircraft incidents declined from four incidents in 1994 to one (25%) in 1995.

During each of the past five years the number of incidents has dropped. This decline—from 120 in 1991 to 24 in 1995—is shown quite distinctly on the chart on the previous page. Interpretation of the data is necessary lest incorrect conclusions be drawn.

Some of the statistics are high because a sharp increase in attacks (a “spike”) was recorded within a specific incident category or in a geographic region. For example, in the category “Off Airport Facility Attacks,” 117 incidents were recorded between 1991 and 1993 and six in 1994–1995. Fifty-three of the 117 incidents were against Turkish interests, mostly Turkish Airlines offices (16 of 47 in 1991, 24 of 50 in 1992, and 13 of 20 in 1993; two were recorded in 1994–1995). Several more attacks in 1991 were in response to the Gulf War.

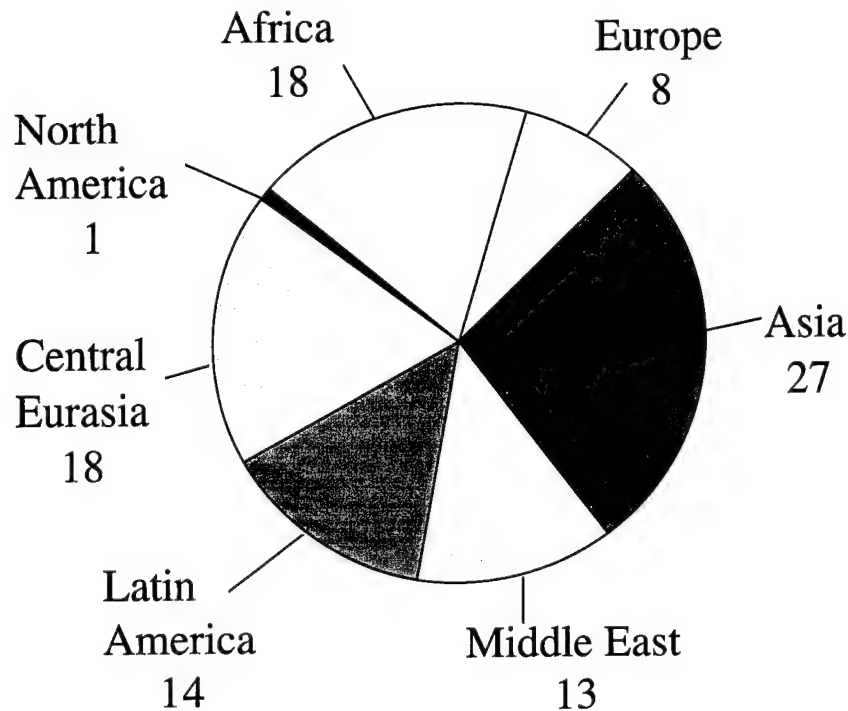
In the “Hijacking” category, a comparable situation occurs. In 1991, ten of 24 incidents took place in the former Soviet Union, mostly by people attempting to flee the country. Similarly, 13 of 31 incidents (in 1993) and four of 23 incidents (1994) were recorded in China; likewise, mostly by people attempting to leave the country.

If these one- or two-time “spikes” were to be factored out, the statistics for some years would not be as high. There would still be a decline over the five-year period, but it would not be as sharp.

Although the number of incidents has declined between 1991 and 1995, this fact should not be misinterpreted: the threat to aviation is not waning. The majority of the 376 incidents in the five-year period did not involve breaching security at airports or on aircraft. Indeed, nearly one-third of the incidents were attacks against soft targets (ticket offices), and many of the 99 hijackings involved the use of threats rather than real weapons or explosives smuggled on board. The fact remains, however, that planes are still being hijacked (whether or not with a real weapon), bombs are still being placed at airports (even if in public areas), and planes are still being shot at and shot down. And let not the bombing of Philippine Airlines 434 in December 1994 be forgotten.

# Hijackings of Civil Aviation Aircraft

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## HIJACKINGS OF CIVIL AVIATION AIRCRAFT 1991-1995 99 INCIDENTS

An incident is a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, when its doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers), by one or more of the following criterion: the act involves the use of a weapon; it is committed by a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, previously prepared note, more than one hijacker, etc.). Hijacking incidents involving general aviation or charter aircraft are not included in this category.

Between 1991 and 1995, ninety-nine hijackings of civil aviation aircraft have been recorded worldwide. Nine of these incidents occurred in 1995. This is the fewest number of hijackings that has been recorded during the past five years. The greatest number of incidents (31) in this five-year span occurred in 1993.

The nine hijacking incidents in 1995 were fairly evenly divided throughout the world. Two incidents each were recorded in Europe, Asia, the Middle East, and sub-Saharan Africa; one hijacking was recorded in Central Eurasia. There were no hijackings in Latin America in 1995—for the first time in five years—and none were recorded in North America—for the fourth consecutive year. In each geographic region, the number of hijackings that occurred in 1995 was either less than or equal

to 1994 statistics. In addition, the number of incidents in Central Eurasia, Europe, Latin America, North America, and sub-Saharan Africa in 1995 were lower than in any year since 1991.

Six of the nine hijacking incidents in 1995 were committed on board planes on domestic flights. All but two of the planes diverted from their flight plan. Twenty-one of the 99 hijackings between 1991 and 1995 occurred aboard planes on international routes.

Between 1991 and 1995, nearly one-half of the 99 hijackings occurred in just three countries: China (18 incidents), Russia/Soviet Union (18 incidents), and Ethiopia (12 incidents). In all but a few of these instances, the hijackers wanted to be taken to another country to seek asylum.

- Ten of the 18 incidents in Russia/Soviet Union occurred before December 1991, when the Soviet Union officially ceased to exist. Since then, just six hijackings have occurred in Russia and two in other former Soviet republics.
- Of the 18 hijackings in China since 1990, 13 took place in 1993. These were the first hijackings recorded in China since January 1991. Most of the hijackers demanded to be taken to Taiwan. Thirteen of the 18 hijacked flights were diverted to Taiwan.
- In Ethiopia, ten of the 12 hijacked flights in the past five years were diverted outside the country, mostly to neighboring states. Five of the hijackings occurred in 1992; two were recorded in 1994.

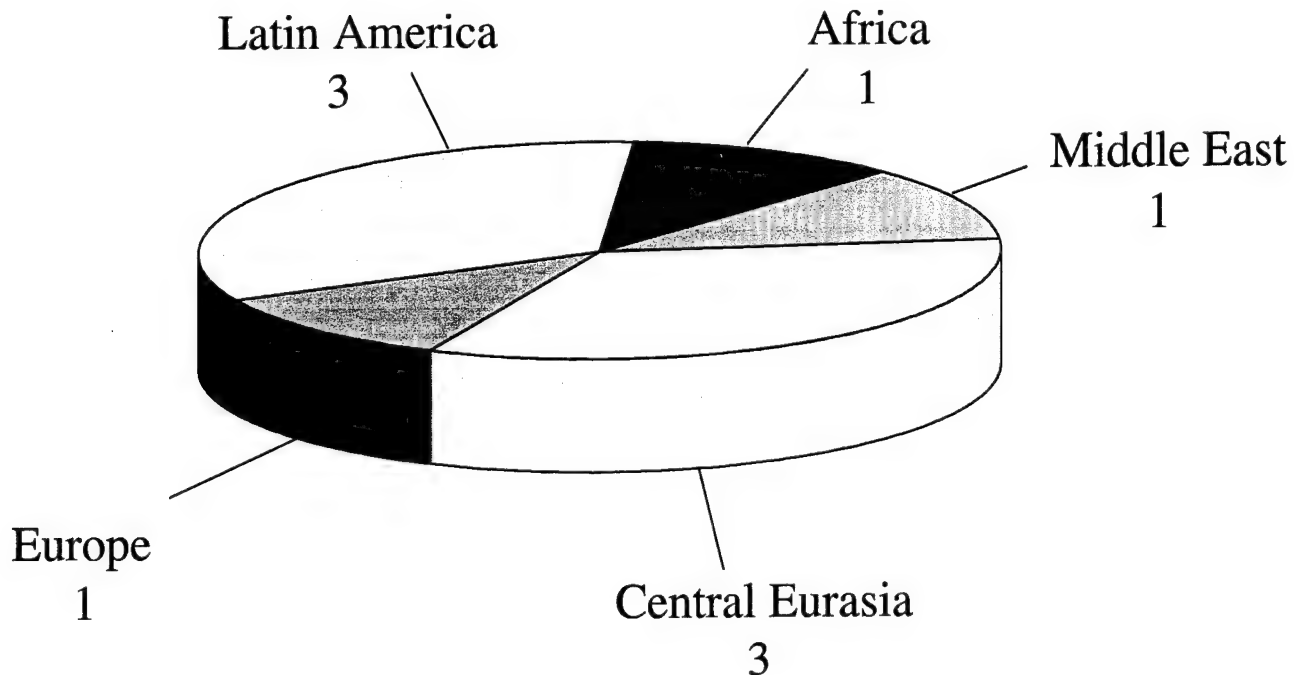
Twenty-seven hijackings in Asia account for the highest percentage of the 99 hijacking incidents during the past five years. Eighteen of the hijackings occurred in China; five in India. Central Eurasia and sub-Saharan Africa each account for 18 incidents. Sixteen hijackings were recorded in Russia/USSR and 12 in Ethiopia. In Latin American and the Caribbean, 14 hijackings were recorded, with Colombia having the most (4) incidents in the region. The Middle East/North Africa region recorded 13 incidents; Algeria, Saudi Arabia, and Yemen each had three incidents. Europe accounted for 8 hijackings in the five-year period, with Italy recording two incidents. One hijacking was recorded in North America—in the United States—in 1991.

Most of the hijackings in 1995 were motivated by personal factors, such as wanting to seek asylum in another country. One hijacker had a criminal intent—he demanded money—and another wanted to make a political protest against French nuclear testing. None of the 1995 hijacking incidents involved terrorist groups. Of the 99 hijacking incidents between 1991 and 1995, sixty-nine were committed for personal reasons, 13 were criminally motivated, 10 were political/terrorist related, and seven were committed for reasons that are unknown. Of the ten political/terrorist incidents, two were claimed on behalf of groups and three others involved demands to release prisoners.

The most noteworthy terrorist/insurgency group hijacking in the five-year period was the March 1991 seizure of Singapore Airlines Flight 117. Four persons claiming to be members of the Pakistan People's Party seized the aircraft; however, the Party denied any connections to the hijackers. All four hijackers were killed by police commandos. Thirteen persons (hostages, crew, and hijackers) were killed and approximately 16 others injured among all the hijacking incidents between 1991 and 1995.

# Commandeerings of Civil Aviation Aircraft

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## COMMANDEERINGS OF CIVIL AVIATION AIRCRAFT 1991-1995 9 INCIDENTS

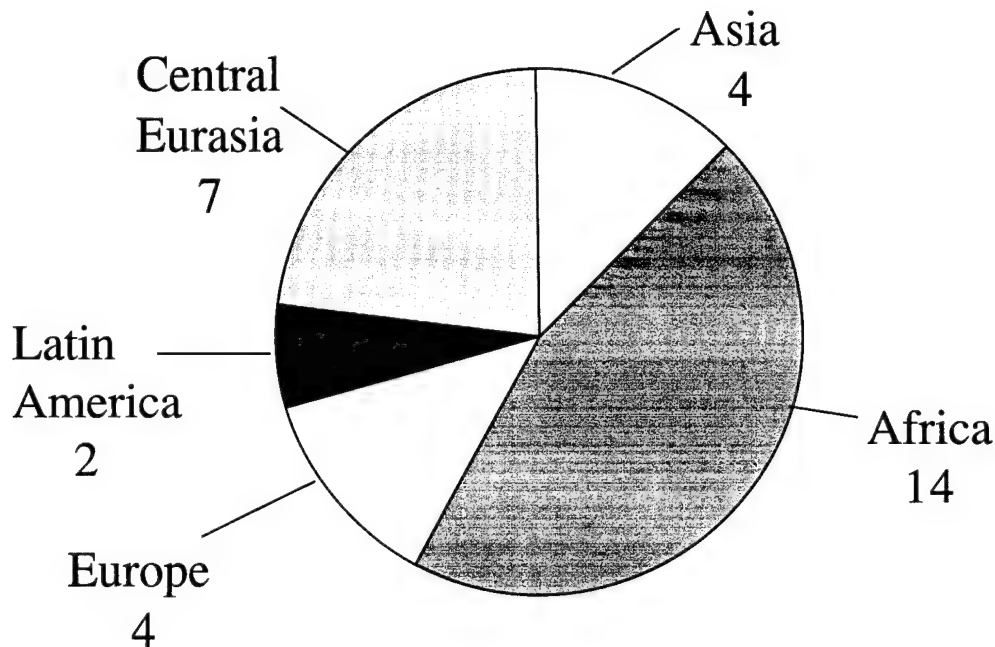
Commandeering incidents occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which become airborne. The criteria for determining a commandeering, as distinguished from other on board situations, are the same as those concerning a hijacking. Commandeering incidents involving general aviation or charter aircraft are not included in this category.

Nine civil aviation aircraft have been involved in commandeerings between 1991 and 1995. Four incidents were reported in 1992, the most in the five-year period; none occurred in 1995. Of the nine incidents, the aircraft remained on the ground in four.

The most noteworthy commandeering of the five-year period occurred on December 24, 1994. In this incident, four gunmen seized an Air France plane in Algiers, Algeria and took it to Marseille, France. The incident ended after more than two days when French commandos stormed the plane and killed the gunmen.

# Shootings at In-Flight Aircraft

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## SHOOTINGS AT IN-FLIGHT AIRCRAFT 1991-1995 31 INCIDENTS

These incidents include acts in which in-flight aircraft are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This listing does not include all incidents of this type, especially those involving small arms fire, but only incidents judged to be of significance. This is determined by the target, the type of attack, or any resulting casualties.

Attacks against military aircraft, even if carrying civilian passenger loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted. Attacks against both commercial and general aviation aircraft are included in this category.

Thirty-one incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Eight crashes have resulted from these attacks, and approximately 225 persons were killed. Four persons also died in other incidents in which the plane did not crash. Most incidents, and the second highest number of fatalities, occurred in 1991 when 10 attacks and 63 deaths were recorded. Most fatalities (109), and the second highest number of incidents (9), occurred in 1993. One incident in 1995 resulted in one person being killed in Papua New Guinea. The most noteworthy recent incident occurred in Rwanda in 1994. The presidents of Rwanda and Burundi were killed when their plane crashed after being shot down. This incident was a pivotal factor in the civil war which followed in Rwanda.

Slightly fewer than one-half of the attacks (14 of 31) between 1991 and 1995 were recorded in sub-Saharan Africa. Antigovernment rebels either are credited with or believed responsible for the majority of these incidents. Nine of these attacks were reported in Angola: four each year in 1991 and 1993, and one in 1992. Four incidents were also recorded in the Republic of Georgia, located in Central Eurasia, in 1993.

Nearly half of the approximately 225 fatalities happened on consecutive days in September 1993. Two passenger aircraft were shot down while landing at Sukhumi Airport in the Republic of Georgia. All 28 persons on board died in the first incident, and 80 of a reported 110 passengers were killed in the second crash. The 80 fatalities represents the greatest number of fatalities in a single incident during the five-year period.

## Attacks at Airports

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Seventy-eight attacks have been recorded at airports throughout the world during the past five years. These attacks have included 28 bombings; 20 attempted bombings; and 30 shootings, shellings (such as mortar attacks), arsons, and similar incidents. Five incidents were recorded in 1995. This is nine fewer than in 1994 and the lowest number in the period 1991 to 1995. Twenty-seven incidents were recorded in 1991, 17 in 1993, 15 in 1992, and 14 in 1994. At least 30 persons have been killed and more than 160 injured in attacks at airports between 1991 and 1995.

The five incidents in 1995 consisted of three bombings and two attempted bombings. The bombings occurred in Japan, Russia, and Ukraine. One person—a Russian security official—was killed. The two attempted bombings were in Spain and Sri Lanka. The Sri Lankan device was a car bomb with 52 pounds of explosives that misfired.

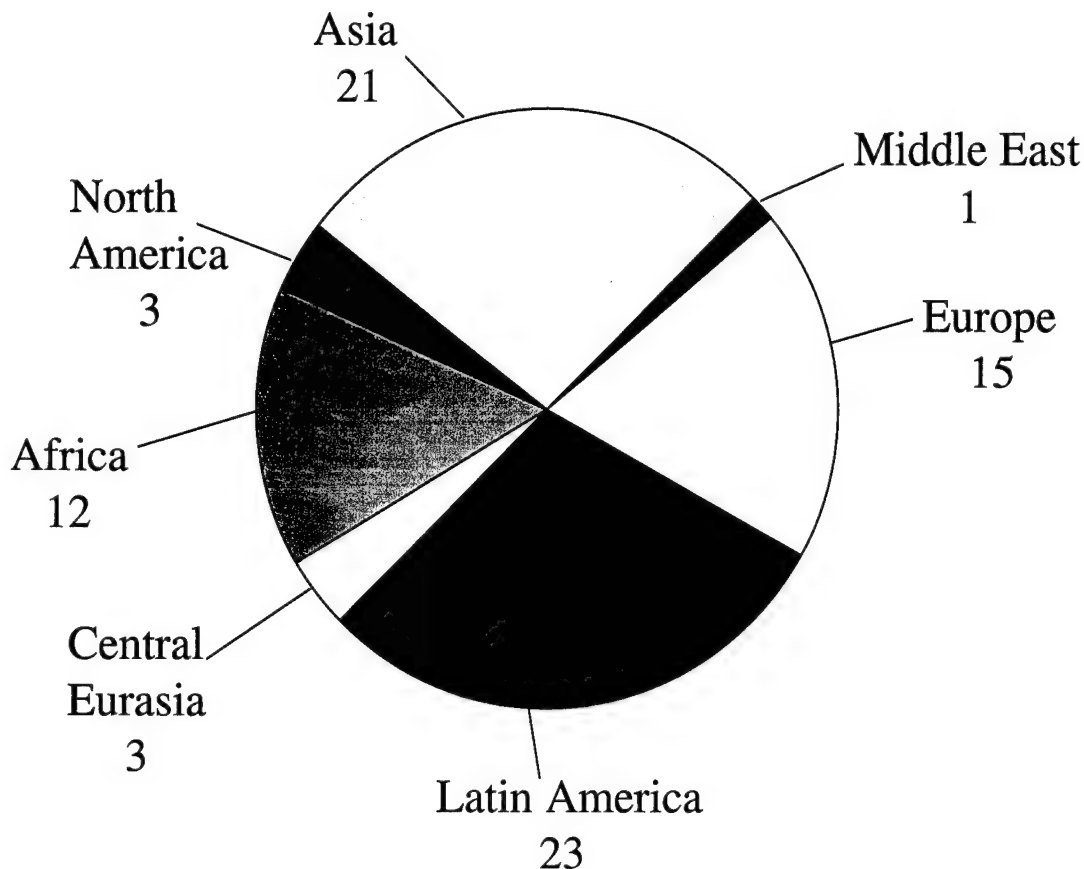
The majority of attacks in the past five years occurred in Latin America (23 incidents). Twenty-one incidents were recorded in Asia, 15 in Europe, and 12 in sub-Saharan Africa. In addition, three incidents each took place in North America and Central Eurasia, and the Middle East/North Africa had one incident.

Between 1991 and 1995, ten incidents, the most for any single country, were recorded in Colombia; Peru was second with eight incidents. Six incidents were recorded in both the Philippines and the United Kingdom.

In the most lethal airport attack, at least 15 persons were killed and 17 wounded when Pakistani forces attacked rebels who had seized Saidu Sharif Airport in November 1994. In another significant incident, 12 persons died and 126 others were injured when an explosive device detonated at Houari Boumedienne International Airport in Algiers, Algeria, in August 1992. An unknown number of cas-



ualties occurred in September 1993, when rebel forces fired at Sukhumi Airport, Republic of Georgia. Artillery rounds struck a passenger aircraft that was offloading refugees.



ATTACKS AT AIRPORTS 1991-1995  
78 INCIDENTS

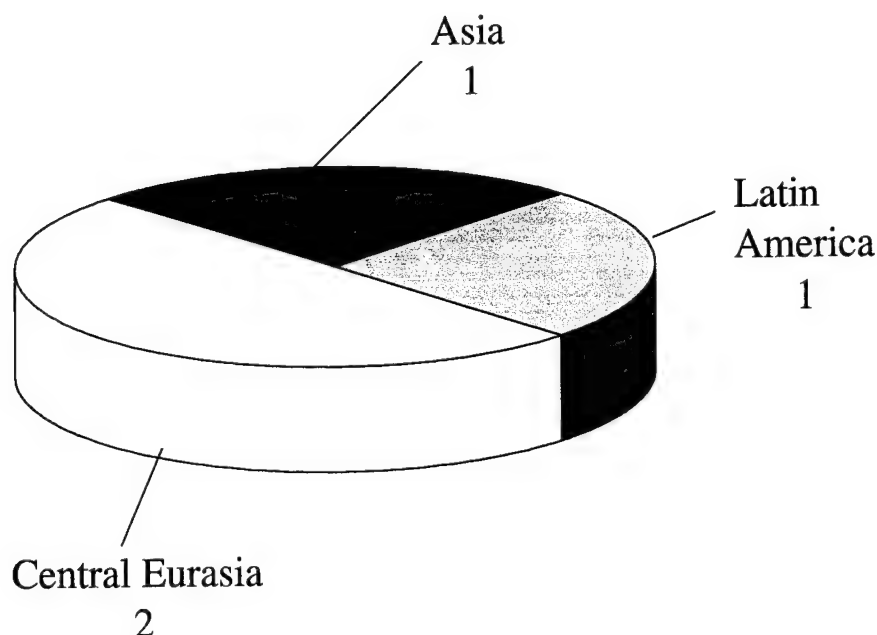
## **Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft**

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Between 1991 and 1995, three bombings, and an attempted bombing occurred on board civil aviation aircraft. Three incidents were recorded in 1994 and one in 1991.

Explosive devices detonated on board two in-flight aircraft in 1994. An Alas Chiricanas Airline plane crashed in July, killing all on board; in December, a Philippines Airlines plane landed safely, although a passenger was killed in the explosion. These incidents marked the first acts of bombing an in-flight aircraft since Avianca Flight 203 on November 27, 1989, in Colombia. In the third incident

in 1994, an attempt was made to place an explosive device on an Orbi Georgian Airways plane in Central Eurasia.



**BOMBINGS/ATTEMPTED BOMBINGS/SHOOTINGS  
ON BOARD CIVIL AVIATION AIRCRAFT 1991-1995  
4 INCIDENTS**

One other in-flight bombing occurred in the five-year period. In March 1991, a thrown firebomb ignited on board a domestic Aeroflot flight, but the aircraft landed safely. There were no injuries.

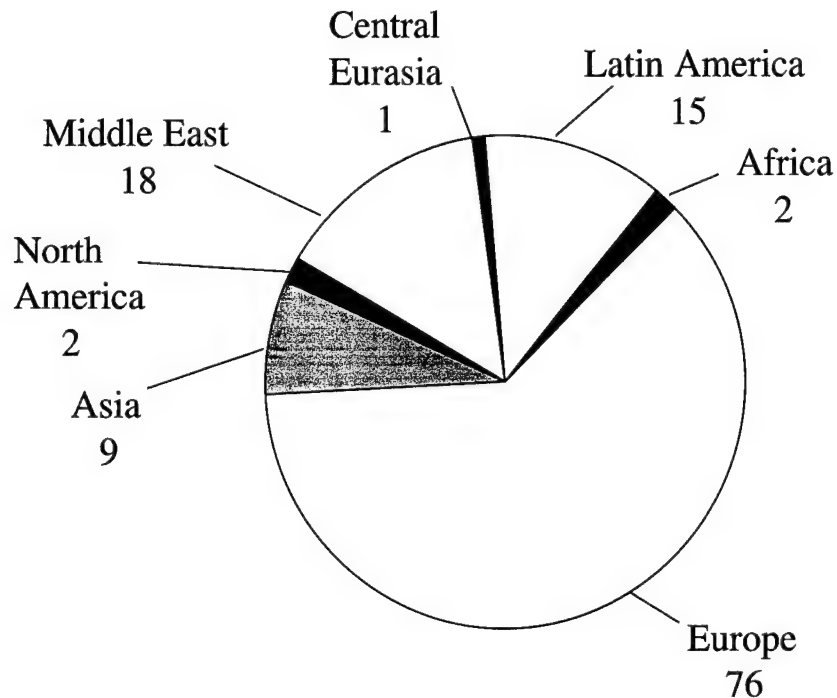
## **Off-Airport Facility Attacks**

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Within the past five years, 123 off-airport attacks have been recorded. These incidents include attacks against airline ticket offices, air navigation aid equipment, and other civil aviation assets. Five incidents occurred in 1995. This is four more than were reported in 1994 but far fewer than in 1992. Between 1991 and 1993, 117 attacks occurred: 47 in 1991, 50 in 1992, and 20 in 1993.

During the five-year period, 76 of the 123 attacks occurred in Europe, 18 took place in the Middle East/North Africa, and 15 were in Latin America. Thirty incidents were recorded in Germany, the most for any one country, and 12 were recorded in Algeria and Colombia. All of these incidents occurred between 1991 and 1993.

Most of the incidents during the past five years have been attacks against ticket offices. Since 1991, ticket offices have been targeted in 98 incidents. These attacks mostly include bombings (explosive or incendiary devices), attempted bombings, arsons, assaults, occupations, and hostage takings.



OFF-AIRPORT FACILITY ATTACKS 1991-1995  
123 INCIDENTS

Turkish Airlines (THY) has been the target of the majority of airline ticket office attacks in the past five years. THY offices were involved in 52 of 94 ticket office attacks between 1991 and 1993 and in two of four attacks in 1994 and 1995. Kurdish separatists or their sympathizers are likely responsible for most of these incidents. The incidents include 22 bombings or attempted bombings. All but one of the 52 THY attacks occurred in Europe; 26 took place in Germany.

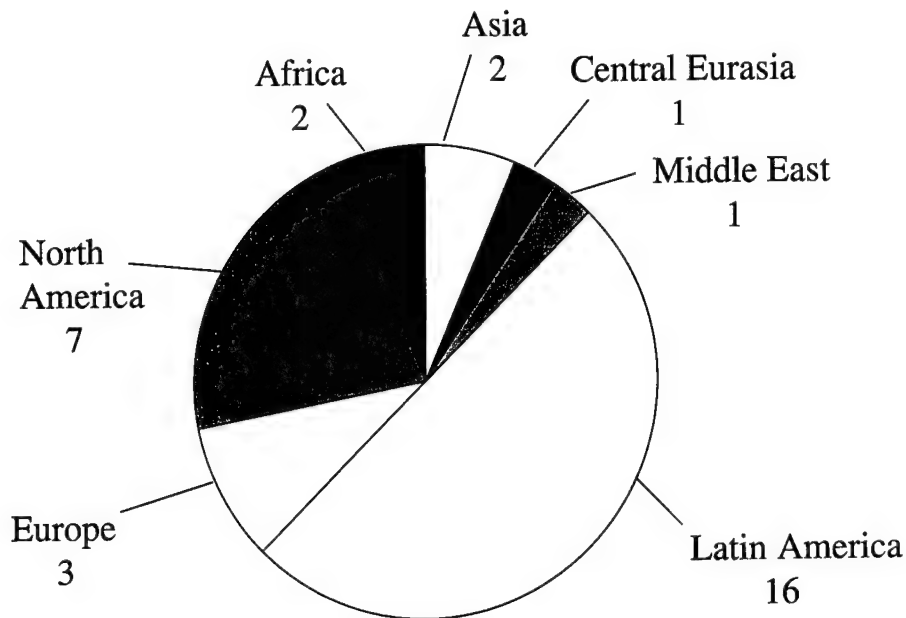
THY offices in Denmark and Austria were fire bombed in two of the five incidents in 1995. In addition, a Singapore Airlines office was targeted in the Philippines. A power transmission line to Karachi Airport was cut in Pakistan, and a windshear alert system facility was destroyed in the United States.

# Incidents Involving General Aviation/Charter Aviation

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During the past five years, 32 incidents involving general or charter aviation interests have been recorded. Included among these was one bombing incident at an airport. In addition, 15 aircraft were hijacked, 10 were commandeered, and six were deliberately damaged or destroyed. The fewest number of incidents (3) occurred in 1994; the greatest number (10) was recorded in both 1991 and 1992. Five incidents were recorded in 1993 and four in 1995.

The four incidents in 1995 occurred in different countries; hijackings were committed in Iran, Nicaragua, and Papua New Guinea, and a commandeering was recorded in Russia.



INCIDENTS INVOLVING GENERAL AVIATION/CHARTER AVIATION  
INTERESTS 1991-1995  
32 INCIDENTS

Nearly half of the incidents between 1991 and 1995 took place in two countries: Colombia and the United States (including Puerto Rico). Eight incidents (two hijackings, four commandeering, and two destruction of aircraft) occurred in Colombia, and six incidents (two hijackings, two destruction of aircraft, a commandeering, and an airport bombing) took place in the United States.

## **APPENDICES AND CHARTS**

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# Appendix A

## U.S.—Registered Air Carrier Hijacking Chronology 1991–1995

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>No. of Hijackers</i>	<i>How Boarded Aircraft?</i>	<i>Weapon Type</i>	<i>Weapon Status</i>	<i>Destination/ Objective</i>
<b>02-10-91</b>	Southwest Airlines	B-737	Oakland, CA/ Austin, TX	1 Male	Screened	Explosive	Alleged	Cuba
<b>1992</b>	None							
<b>1993</b>	None							
<b>1994</b>	None							
<b>1995</b>	None							

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# Appendix B

## Foreign-Registered Air Carrier Hijacking Chronology 1991–1995

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
01-07-91	Faucett	DC-8	Trujillo/Lima, Peru	Unknown
01-21-91	Aeroflot	TU-154	Tashkent/Odessa, USSR	Turkey; landed Bulgaria
02-13-91	Aeroflot	TU-134	Tbilisi/Moscow, USSR	Turkey
03-04-91	Aeroflot	AN-24	Arkhangelsk/Leningrad, USSR	Sweden
03-06-91	TABA	Unknown	Unknown/Manaus, Brazil	Unknown
03-14-91	Aeroflot	YAK-42	Moscow/Naberezhnye, USSR	Unknown
03-26-91	Singapore Airlines	A-310	Kuala Lumpur, Malaysia/ Singapore	Australia
03-28-91	Aeroflot	TU-134	Arkhangelsk/Kaliningrad, USSR	Sweden
03-31-91	Air Algerie	B-737	Bechar/Algiers, Algeria	Political Demand
04-29-91	Aeroflot	TU-154	Barnaul/Moscow, USSR	United States
06-13-91	Aeroflot	TU-154	Rostov/Moscow, USSR	Persian Gulf
06-17-91	Aeroflot	TU-154	Krasnodar/Krasnoyarsk, USSR	Turkey
06-30-91	Somali Airlines	Unknown	Unknown, Djibouti/ Mogadishu, Somalia	Unknown
08-20-91	San Martin Airlines	Unknown	Caqueta/Meta, Colombia	Unknown
09-07-91	SATENA	Cessna-208	Bogota/ San Jose de Guaviare, Colombia	Unknown
09-19-91	Alitalia	DC-9	Rome, Italy/Tunis, Tunisia	Algeria
10-11-91	Bolivian Air Force	Cessna-206	Rurrenabaque/Trinidad, Bolivia	Unknown
10-16-91	Ethiopian Airlines	DHC-6	Debre Markos/ Bahir Dar, Ethiopia	Djibouti
10-21-91	Czechoslovak Airlines	TU-134	Bratislava/ Prague, Czechoslovakia	Libya

## Foreign-Registered Air Carrier Hijacking Chronology 1991–1995—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
11–09–91	Aeroflot	TU–154	Mineralnyye Vody/ Ekaterinburg, USSR	Turkey
11–13–91	Aeroflot	TU–154	Irkutsk/St. Petersburg, USSR	Great Britain
11–25–91	Unknown	Unknown	Unknown/ Unknown, Papua New Guinea	Theft of Cargo
11–25–91	Ethiopian Airlines	B–737	Addis Ababa/Dire Dawa, Ethiopia	Djibouti
01–31–92	Aerotaxi	Cessna Caravan	Panama City/EI Porvenir, Panama	Colombia
02–05–92	Ethiopian Airlines	DHC–6	Addis Ababa/Bahir Dar, Ethiopia	Djibouti
03–12–92	Aerotaxi	B–N 2A–6	EI Porvenir/Panama City, Panama	Unknown
04–01–92	Ethiopian Airlines	B–727	Dire Dawa/Addis Ababa, Ethiopia	Yemen
04–12–92	Ethiopian Airlines	B–727	Addis Ababa/Unknown, Ethiopia	Kenya
05–16–92	Aerotaca	Twin Otter	Bogota/Bucaramanga, Colombia	Theft of Equipment
06–07–92	Aeroflot	TU–154	Groznyy/Moscow, Russia	Turkey
08–13–92	Lvov Air Transport Enterprises	TU–154	Simferopol/Lvov, Ukraine	Iraq
08–28–92	Ethiopian Airlines	B–727	Addis Ababa/Bahir Dar, Ethiopia	Italy
09–04–92	Ethiopian Airlines	B–727	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
09–04–92	Vietnam Airlines	A–310	Bangkok, Thailand/ Ho Chi Minh City, Vietnam	Release Leaflets
12–29–92	AeroCaribbean	AN–26	Havana/Varadero Beach, Cuba	United States
01–22–93	Indian Airlines	Unknown	Lucknow/New Delhi, India	Political Demands
02–11–93	Lufthansa	A–310	Frankfurt, Germany/Addis Ababa, Ethiopia	United States

### Foreign-Registered Air Carrier Hijacking Chronology 1991–1995—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
02–20–93	Aeroflot	TU–134	Tjumen/St. Petersburg, Russia	United States
03–12–93	Ethiopian Airlines	ATR–42	Gambela/Addis Ababa, Ethiopia	Djibouti
03–27–93	Indian Airlines	A–320	New Delhi/Madras, India	Pakistan
04–06–93	China Southern Airlines	B–757	Shenzen/Beijing, China	Taiwan
04–10–93	Indian Airlines	B–737	Lucknow/New Delhi, India	Educational Demands
04–18–93	Inter-continental de Aviacion	DC–9	Arauca/Bogota, Colombia	Political Demand
04–24–93	Indian Airlines	B–737	Srinagar/New Delhi, India	Afghanistan
06–24–93	Xiamen Airlines	B–737	Changzhou/Xiamen, China	Taiwan
07–04–93	Royal Swazi Airways	F–28	Maputo, Mozambique/Manzini, Swaziland	Mauritius
07–25–93	Ethiopian Airlines	B–757	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
08–10–93	Air China	B–767	Beijing, China/Jakarta, Indonesia	Taiwan
08–14–93	Aeroflot	TU–154	Moscow/St. Petersburg, Russia	Sweden
08–15–93	KLM	B–737	Tunis, Tunisia/Amsterdam, Netherlands	United States/Political Demands
08–27–93	Alyemda Airlines	B–737	Ar-Riyan/Al-Ghaydah, Yemen	Kuwait
09–15–93	Aeroflot	TU–134	Baku, Azerbaijan/Perm, Russia	Norway
09–30–93	Sichuan Airlines	TU–154	Jinan/Guangzhou, China	Taiwan
10–22–93	Egypt Air	Unknown	Cairo, Egypt/Sanaa, Yemen	Yemen
10–25–93	Nigerian Airways	A–310	Lagos/Abuja, Nigeria	Germany

## Foreign-Registered Air Carrier Hijacking Chronology 1991–1995—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
11-05-93	Xiamen Airlines	B-737	Guangzhou/Xiamen, China	Taiwan
11-08-93	Zhejiang Airlines	A-300	Hanzhou/Fuzhou, China	Taiwan
11-12-93	China Northern Airlines	MD-82	Changchun/Fuzhou, China	Taiwan
11-27-93	China Eastern Airlines	F-100	Nanjing/Fuzhou, China	Taiwan
11-29-93	Iran Air	F-27	Gachsaran/Ahvaz, Iran	Kuwait
12-08-93	China Northern Airlines	MD-82	Qingdao/Fuzhou, China	Taiwan
12-10-93	Air France	A-320	Paris/Nice, France	Libya
12-12-93	Xiamen Airlines	B-737	Harbin/Xiamen, China	Taiwan
12-28-93	Fujian Airlines	YUN-7	Ganzhou/Xiamen, China	Taiwan
12-28-93	Air China	Unknown	Beijing, China/New York, USA	Taiwan
12-28-93	Xiamen Airlines	B-727	Ningbo/Xiamen, China	Taiwan
01-13-94	Indian Airlines	Unknown	Madras/Calicut, India	Political
01-23-94	Ethiopian Airlines	B-757	Dakar, Senegal/Bamako, Mali	Italy
01-29-94	China East Airlines	Unknown	Shanghai/Hanzhou, China	Taiwan
02-09-94	Ethiopian Airlines	B-737	Bahir Dar/Addis Ababa, Ethiopia	Europe/Political Asylum
02-18-94	China Southwest Airlines	B-737	Changsha/Fuzhou, China	Taiwan
02-28-94	Air Algerie	Unknown	Oran/Annaba, Algeria	Spain/Political Asylum

## Foreign-Registered Air Carrier Hijacking Chronology 1991–1995—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
03-08-94	Saudi Arabian Airlines	A-300	Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia	Kenya
03-21-94	Meridiana	DC-9	Palermo/Rome, Italy	Speak with Officials
04-06-94	Sudan Airways	B-737	Khartoum/Dongola, Sudan	Egypt/Political Asylum
04-25-94	Ethiopian Airlines	B-757	Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia	England
06-07-94	China Southern Airlines	B-737	Fuzhou/Guangzhou, China	Taiwan
06-23-94	Ethiopian Airlines	ATR-42	Gonder/Addis Ababa, Ethiopia	Europe/Political Asylum
08-07-94	COPA	B-737	Panama City, Panama/ Guatemala City, Guatemala	Mexico/Political Asylum
08-29-94	LATN	Unknown	Pedro Juan Caballero/ Asuncion, Paraguay	Brazil/Theft of Money
09-14-94	Alyemda Airlines	B-737	Aden/Sanaa, Yemen	Saudi Arabia
10-22-94	LATN	Dash-8	Itaituba/Belem, Brazil	Theft of Gold
10-25-94	Rostov Aviation Enterprises	YAK-40	Ashgabad, Turkmenistan/ Rostov, Russia	Money/Fly to Iran
11-03-94	Scandinavian Airlines System	MD-80	Bardufoss/Oslo, Norway	Political
11-13-94	Air Algerie	F-27	Algiers/Ouargla, Algeria	France
11-24-94	Komiavia	TU-134	Sykyvkar, Russia/Minsk, Belarus	Europe/Political Asylum
12-05-94	Puntavia	LET-410	Berbera, Somalia/Djibouti, Djibouti	Saudi Arabia
12-15-94	TABA	EMB-100	Carauari/Manaus, Brazil	Unknown
12-23-94	Tongyong Airlines	YAK-42	Xiamen/Nanjing, China	Taiwan
01-04-95	Sudan Airways	Fokker	Khartoum/Merowe, Sudan	Egypt

### Foreign-Registered Air Carrier Hijacking Chronology 1991–1995—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
<b>03–17–95</b>	Ethiopian Airlines	B–737	Addis Ababa/Bahr Dar, Ethiopia	Sweden/Asylum; landed in Sudan
<b>06–21–95</b>	All Nippon Airways	B–747	Tokyo/Hokkaido, Japan	Personal
<b>07–01–95</b>	Domodedovo Airlines	IL–62	Yakutsk/Moscow, Russia	Ransom
<b>08–03–95</b>	China Eastern Airlines	A–300	Shanghai/Guangzhou, China	Taiwan
<b>08–15–95</b>	Phoenix Airways	B–727	Cape Town/Johannesburg, South Africa	Cuba
<b>09–03–95</b>	Air Inter	A–320	Palma de Mallorca, Spain/ Paris, France	Political Protest; landed in Switzerland
<b>11–09–95</b>	Olympic Airways	B–747	Bangkok, Thailand/Athens, Greece	Asylum
<b>12–26–95</b>	Saudi Arabian Airlines	Unknown	Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia	Asylum

## Appendix C

### Bombings<sup>2</sup> Aboard Aircraft Chronology 1991–1995

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Details</i>
<b>03–18–91</b>	Aeroflot	IL–86	Moscow/ Novokuznetsk, USSR	Incendiary device thrown in-flight; plane landed safely
<b>1992</b>	None			
<b>1993</b>	None			
<b>07–17–94</b>	Alas Chiricanas Airline	EMB–110	Colon City/ Panama City, Panama	Bomb in cabin area; explosion in- flight; plane crashed; 21 killed
<b>12–11–94</b>	Philippines Airlines	B–727	Manila, Philippines/ Tokyo, Japan	Bomb in cabin area; one person killed; plane landed safely
<b>1995</b>	None			

<sup>2</sup> Includes both explosive devices and incendiary devices.

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# Appendix D

## Chronology of Significant Acts Against Civil Aviation In 1995 By Date

<b>January 4</b>	Hijacking—Sudan Airways	Sudan
<b>February 21</b>	Shooting at Airlink Aircraft	Papua New Guinea
<b>March 17</b>	Hijacking—Ethiopian Airlines	Ethiopia to Sudan
<b>March 26</b>	Attempted Bombing—Singapore Airlines Office	Philippines
<b>April 15</b>	Firebombing—THY Office	Austria
<b>May 2</b>	Firebombing—THY Office	Denmark
<b>May 12</b>	Bombing—Narita Airport	Japan
<b>May 22</b>	Bombing—Odessa Airport	Ukraine
<b>June 4</b>	Attempted Bombing—Colombo Airport	Sri Lanka
<b>June 7</b>	General Aviation Commandeering	Russia
<b>June 17</b>	Power Cut to Karachi Airport	Pakistan
<b>June 21</b>	Hijacking—All Nippon Airways	Japan
<b>July 1</b>	Hijacking—Domodedovo Airlines	Russia
<b>July 29</b>	Attempted Bombing—Alicante Airport	Spain
<b>July 30</b>	Charter Aviation Hijacking	Nicaragua to Colombia
<b>August 3</b>	Hijacking—China Eastern Airlines	China
<b>August 15</b>	Hijacking—Phoenix Airways	South Africa
<b>August 31</b>	Charter Aviation Hijacking	Papua New Guinea
<b>September 3</b>	Hijacking—Air Inter	Spain to Switzerland
<b>September 19</b>	Charter Aviation Hijacking	Iran to Israel
<b>October 13</b>	Destruction of Unmanned Facility	United States
<b>October 18</b>	Bombing—Vnukovo Airport	Russia
<b>November 9</b>	Hijacking—Olympic Airways	Greece
<b>December 26</b>	Hijacking—Saudi Arabian Airlines	Saudi Arabia to Eritrea

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# Appendix E

## Chronology of Significant Acts Against Civil Aviation In 1995 By Category

HIJACKINGS		
January 4	Sudan Airways	Sudan
March 17	Ethiopian Airlines	Ethiopia to Sudan
June 21	All Nippon Airways	Japan
July 1	Domodedovo Airlines	Russia
August 3	China Eastern Airlines	China
August 15	Phoenix Airways	South Africa
September 3	Air Inter	Spain to Switzerland
November 9	Olympic Airways	Greece
December 26	Saudi Arabian Airlines	Saudi Arabia to Eritrea
AIRPORT ATTACKS		
May 12	Bombing—Narita Airport	Japan
May 22	Bombing—Odessa Airport	Ukraine
June 4	Attempted Bombing—Colombo Airport	Sri Lanka
July 29	Attempted Bombing—Alicante Airport	Spain
October 18	Bombing—Vnukovo Airport	Russia
SHOOTING AT AIRCRAFT		
February 21	Airlink Aircraft	Papua New Guinea
OFF-AIRPORT FACILITY ATTACKS		
March 26	Attempted Bombing—Singapore Airlines Office	Philippines
April 15	Firebombing—THY Office	Austria
May 2	Firebombing—THY Office	Denmark
June 17	Power Cut to Karachi Airport	Pakistan

Appendix E

## Chronology of Significant Acts Against Civil Aviation In 1995 By Category— Continued

<b>October 13</b>	Destruction of Unmanned Facility	United States
<b>GENERAL AVIATION/CHARTER AVIATION</b>		
<b>June 7</b>	General Aviation Commandeering	Russia
<b>July 30</b>	Charter Aviation Hijacking	Nicaragua
<b>August 31</b>	Charter Aviation Hijacking	Papua New Guinea
<b>September 19</b>	Charter Aviation Hijacking	Iran to Israel
<b>INCIDENTS NOT COUNTED<sup>3</sup></b>		
<b>April 2</b>	Shooting at Prague Airport	Czech Republic
<b>April 23</b>	Airport Vans Attacked	Pakistan
<b>May 7</b>	Shooting at Minneapolis-St. Paul Airport	United States
<b>July 2</b>	Potential Hijacker Arrested	Yemen
<b>August 11</b>	Robbery of Aircraft—Newcastle Airport	South Africa
<b>August 24</b>	In-Flight Attack—Pakistani Airlines	Pakistan
<b>December 12</b>	Protesters at Managua Airport	Nicaragua

<sup>3</sup>These incidents are not counted in the statistics for 1995. Because they are of interest, however, summaries are included in the regional areas. It is not to be inferred that these were the only incidents of this type that occurred.

# Appendix F

## Total Incidents, 1991-1995

	1995	1994	1993	1992	1991
Civil Aviation					
Hijackings .....	9	23	31	12	24
Commandeerings .....	0	2	2	4	1
Bombings/Shootings/Attempted Bombings .....	0	3	0	0	1
General/Charter Aviation .....	4	3	5	10	10
Airport Attacks .....	5	14	17	15	27
Off-Airport Attacks .....	5	1	20	50	47
Shootings at Aircraft .....	1	4	9	7	10
Totals .....	24	50	84	98	120
Incidents Not Counted .....	7	8	13	15	13

## Incidents By Category

	1995	1994	1993	1992	1991	Totals
<b>Hijackings</b>						
Asia .....	2	5	17	1	2	27
Central Eurasia/USSR .....	1	2	3	2	10	18
Europe .....	2	2	2	0	2	8
Latin America/Caribbean .....	0	4	1	4	5	14
Middle East/North Africa .....	2	6	4	0	1	13
North America .....	0	0	0	0	1	1
Sub-Saharan Africa .....	2	4	4	5	3	18
<b>Commandeerings</b>						
Central Eurasia/USSR .....	0	1	1	1	0	3
Europe .....	0	0	0	0	1	1
Latin America/Caribbean .....	0	0	1	2	0	3
Middle East/North Africa .....	0	1	0	0	0	1
Sub-Saharan Africa .....	0	0	0	1	0	1
<b>Bombings/Attempted Bombings/Shootings</b>						
Asia .....	0	1	0	0	0	1
Central Eurasia/USSR .....	0	1	0	0	1	2
Latin America/Caribbean .....	0	1	0	0	0	1

Appendix F

**Incidents By Category—Continued**

	1995	1994	1993	1992	1991	Totals
<b>General Aviation</b>						
Asia .....	1	1	0	0	0	2
Central Eurasia/USSR .....	1	0	0	0	0	1
Europe .....	0	0	0	1	2	3
Latin America/Caribbean .....	1	2	3	4	6	16
Middle East/North Africa .....	1	0	0	0	0	1
North America .....	0	0	2	3	2	7
Sub-Saharan Africa .....	0	0	0	2	0	2
<b>Airport Attacks</b>						
Asia .....	2	2	12	3	2	21
Central Eurasia/USSR .....	2	0	1	0	0	3
Europe .....	1	6	0	1	7	15
Latin America/Caribbean .....	0	4	3	6	10	23
Middle East/North Africa .....	0	0	0	1	0	1
North America .....	0	0	0	0	3	3
Sub-Saharan Africa .....	0	2	1	4	5	12
<b>Off-Airport Facility Attacks</b>						
Asia .....	2	0	2	3	2	9
Central Eurasia/USSR .....	0	0	1	0	0	1
Europe .....	2	1	14	31	28	76
Latin America/Caribbean .....	0	0	0	9	6	15
Middle East/North Africa .....	0	0	2	6	10	18
North America .....	1	0	0	1	0	2
Sub-Saharan Africa .....	0	0	1	0	1	2
<b>Shootings at Aircraft</b>						
Asia .....	1	1	0	2	0	4
Central Eurasia/USSR .....	0	0	4	3	0	7
Europe .....	0	0	0	1	3	4
Latin America/Caribbean .....	0	0	1	0	1	2
Sub-Saharan Africa .....	0	3	4	1	6	14

**Incidents By Region**

	1995	1994	1993	1992	1991	Totals
<b>Asia</b>						
Airport Attacks .....	2	2	12	3	2	21
Bombings on Aircraft .....	0	1	0	0	0	1
General Aviation .....	1	1	0	0	0	2
Hijackings .....	2	5	17	1	2	27

## Incidents By Region—Continued

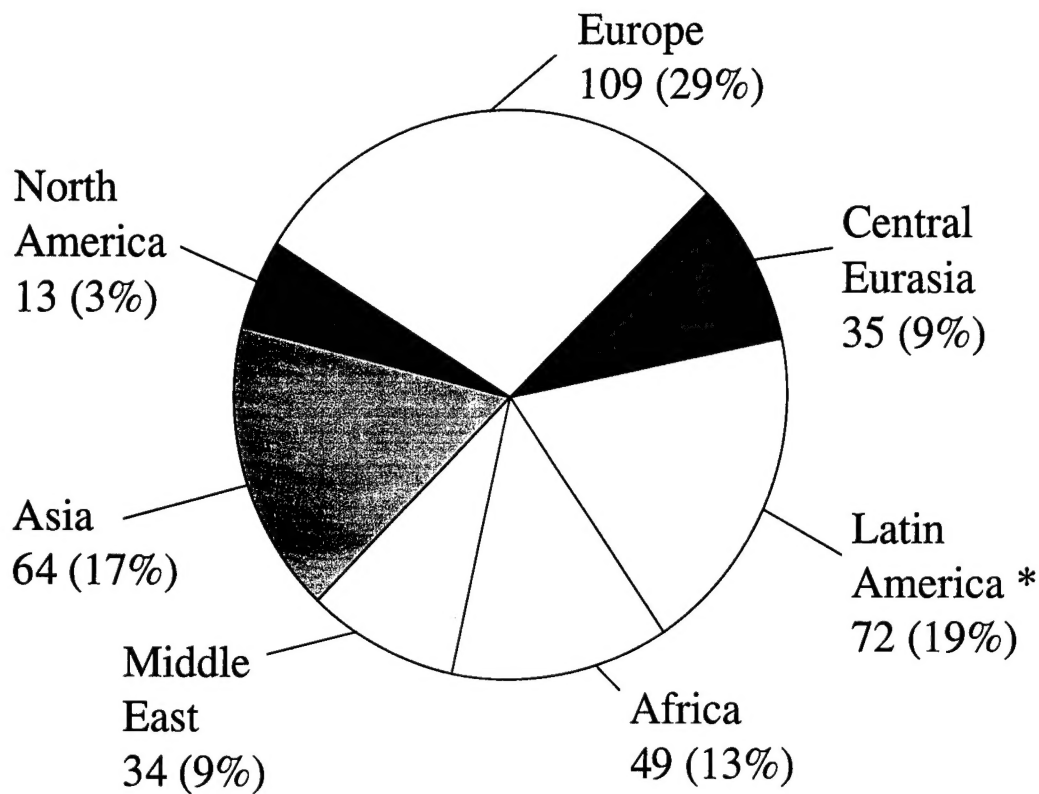
	1995	1994	1993	1992	1991	Totals
Off-Airport Attacks .....	2	0	2	3	2	9
Shootings at Aircraft .....	1	1	0	2	0	4
<b>Central Eurasia/USSR</b>						
Airport Attacks .....	2	0	1	0	0	3
Bombings on Aircraft .....	0	1	0	0	1	2
Commandeerings .....	0	1	1	1	0	3
General Aviation .....	1	0	0	0	0	1
Hijackings .....	1	2	3	2	10	18
Off-Airport Attacks .....	0	0	1	0	0	1
Shootings at Aircraft .....	0	0	4	3	0	7
<b>Europe</b>						
Airport Attacks .....	1	6	0	1	7	15
Commandeerings .....	0	0	0	0	1	1
General Aviation .....	0	2	0	1	2	5
Hijackings .....	2	2	2	0	2	8
Off-Airport Attacks .....	2	1	14	31	28	76
Shootings at Aircraft .....	0	0	0	1	3	4
<b>Latin America and the Caribbean</b>						
Airport Attacks .....	0	4	3	6	10	23
Bombings on Aircraft .....	0	1	0	0	0	1
Commandeerings .....	0	0	1	2	0	3
General Aviation .....	1	0	3	4	6	14
Hijackings .....	0	4	1	4	5	14
Off-Airport Attacks .....	0	0	0	9	6	15
Shootings at Airport .....	0	0	1	0	1	2
<b>Middle East and North Africa</b>						
Airport Attacks .....	0	0	0	1	0	1
Commandeering .....	0	1	0	0	0	1
General Aviation .....	1	0	0	0	0	1
Hijackings .....	2	6	4	0	1	13
Off-Airport Attacks .....	0	0	2	6	10	18
<b>North America</b>						
Airport Attacks .....	0	0	0	0	3	3
General Aviation .....	0	0	2	3	2	7
Hijackings .....	0	0	0	0	1	1
Off-Airport Attacks .....	1	0	0	1	0	2
<b>Sub-Saharan Africa</b>						
Airport Attacks .....	0	2	1	4	5	12
Commandeerings .....	0	0	0	1	0	1
General Aviation .....	0	0	0	2	0	2

Appendix F

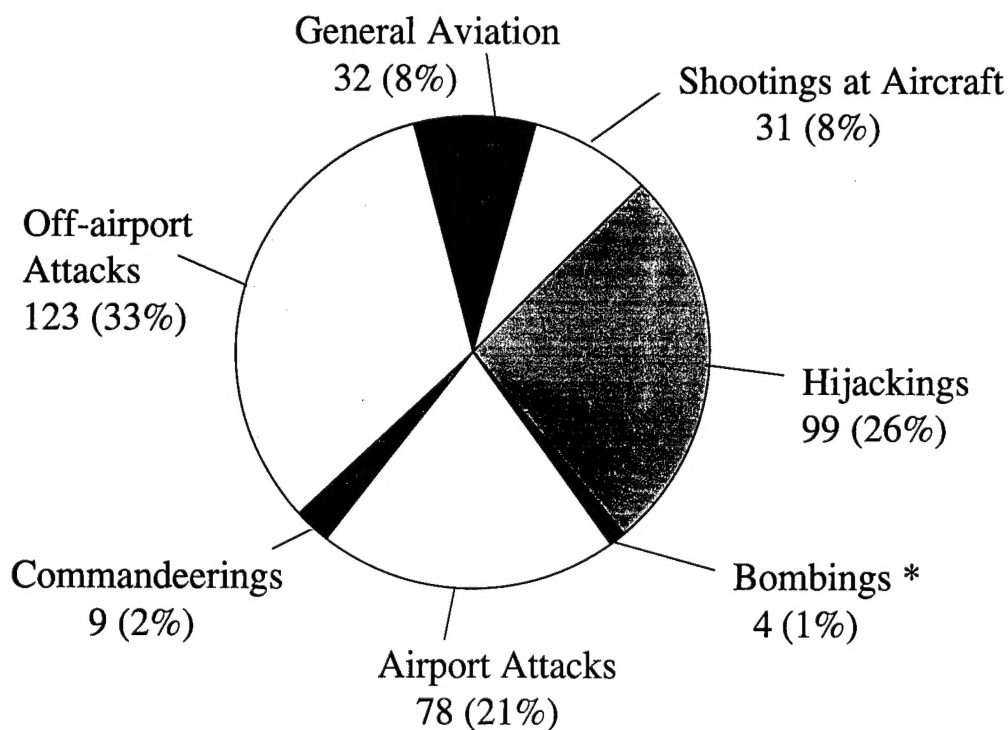
Incidents By Region—Continued

	1995	1994	1993	1992	1991	Totals
Hijackings .....	2	4	4	5	3	18
Off-Airport Attacks .....	0	0	1	0	1	2
Shootings at Aircraft .....	0	3	4	1	6	14
Asia .....	8	10	31	9	6	64
Central Eurasia/USSR .....	4	4	10	6	11	35
Europe .....	5	11	16	34	43	109
Latin America/Caribbean .....	1	9	9	25	28	72
Middle East/North Africa .....	3	7	6	7	11	34
North America .....	1	0	2	4	6	13
Sub-Saharan Africa .....	2	9	10	13	15	49
Total .....						376



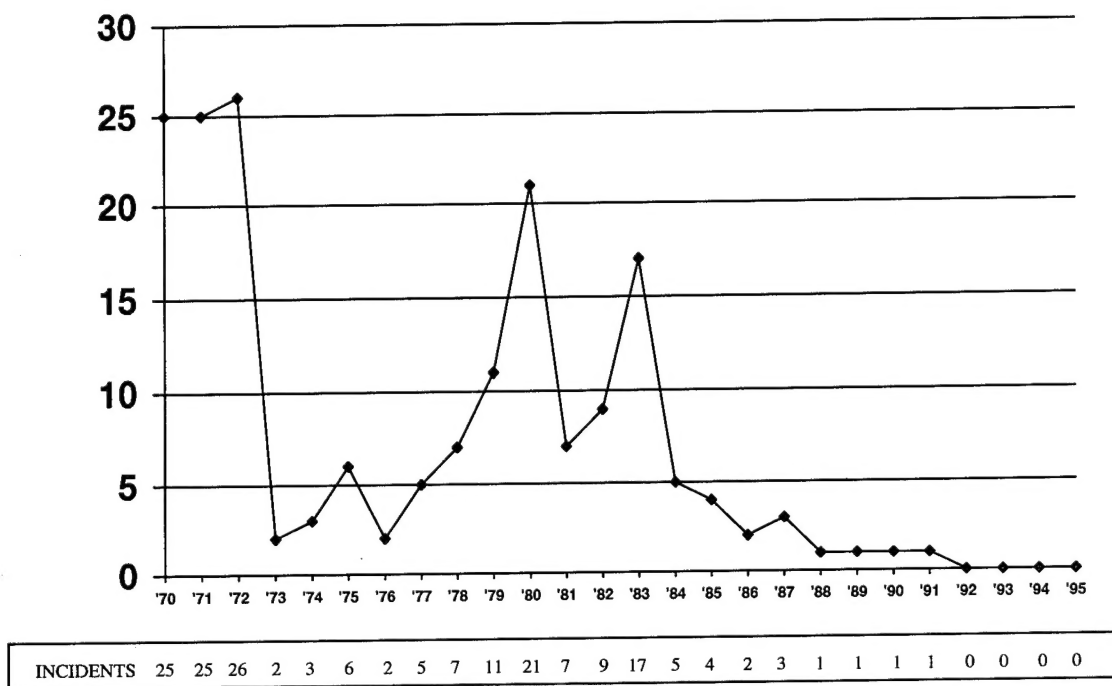


**INCIDENTS AGAINST AVIATION BY GEOGRAPHIC REGION 1991-1995**  
 376 INCIDENTS \* Also includes Central America and the Caribbean

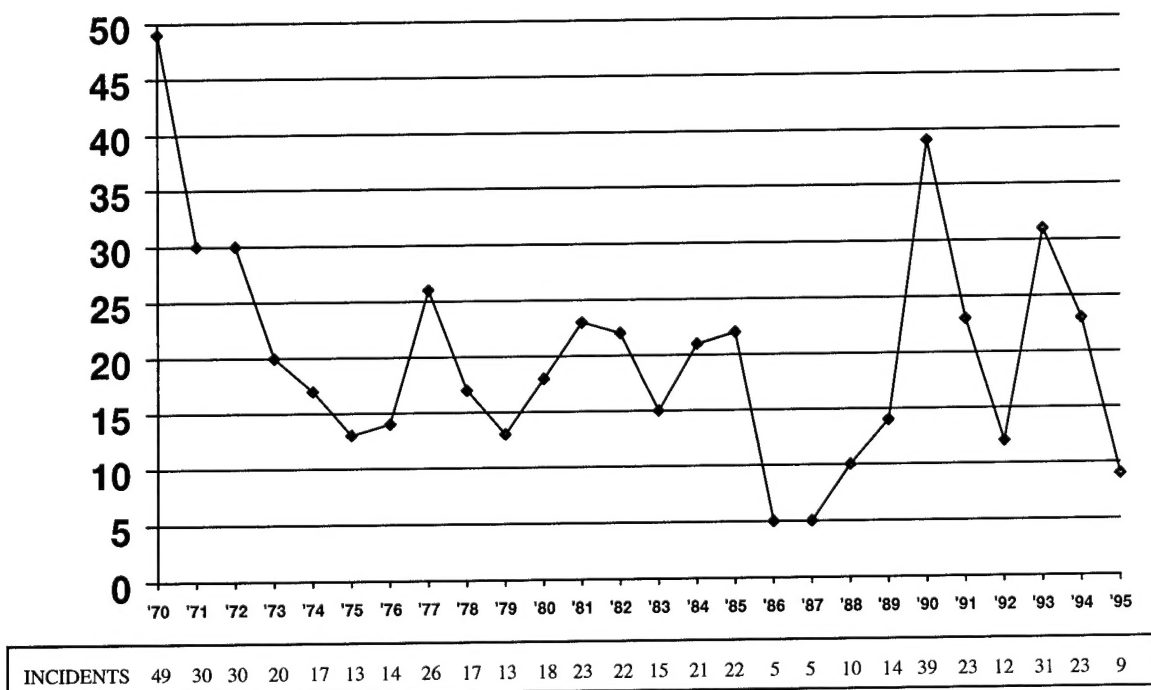


**INCIDENTS AGAINST AVIATION BY CATEGORY 1991-1995**  
 376 INCIDENTS \*Also includes attempted bombings and shootings on board aircraft  
 Note: Total percentage is less than 100% because of rounding

## U.S. AIR CARRIER HIJACKINGS 1970-1995

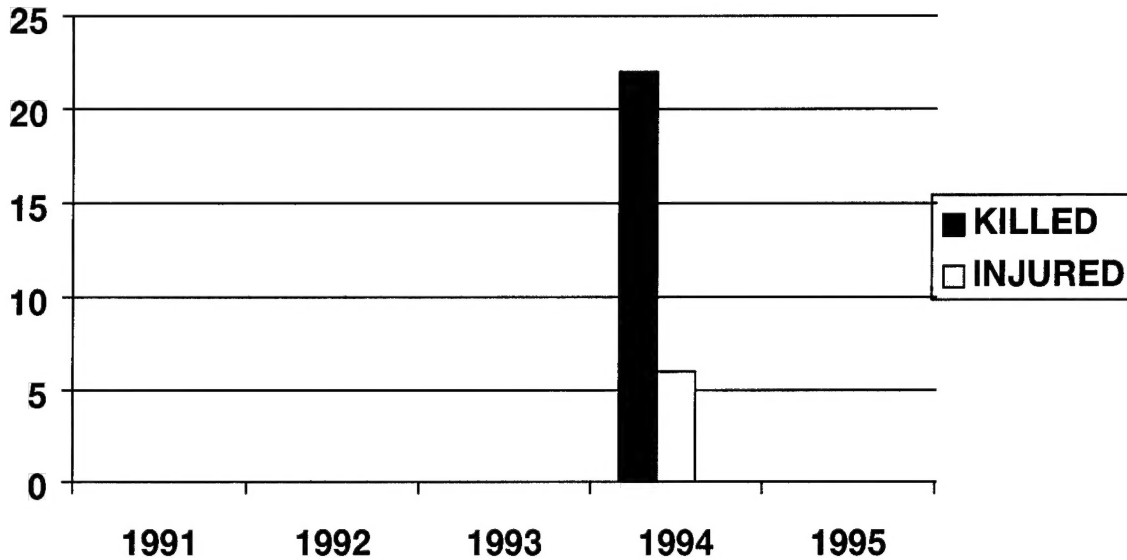


## FOREIGN-REGISTERED AIR CARRIER HIJACKINGS<sup>4</sup> 1970-1995



<sup>4</sup>Please refer to the "Trends" section on page 51 for an interpretation of the incidents between 1991 and 1995.

## CASUALTIES CAUSED BY EXPLOSIONS ABOARD AIR CARRIER AIRCRAFT 1991-1995



KILLED	0	0	0	22	0
INJURED	0	0	0	6	0

## BOMB THREATS AGAINST U.S. AIRCRAFT AND AIRPORTS 1991-1995

